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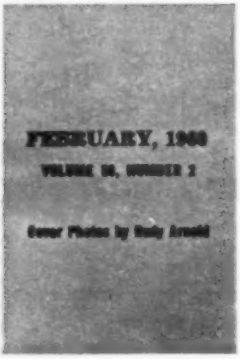

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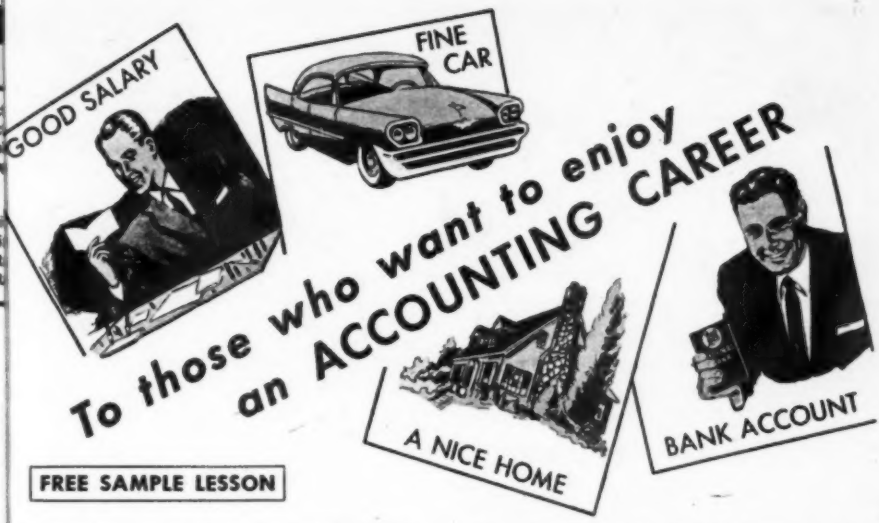

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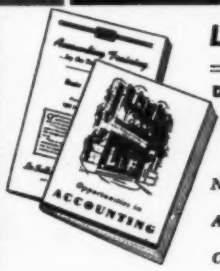

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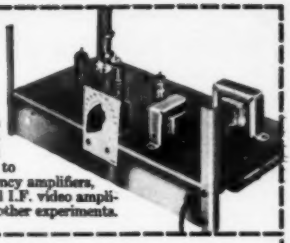

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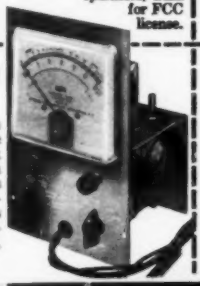

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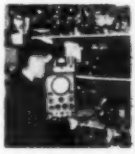

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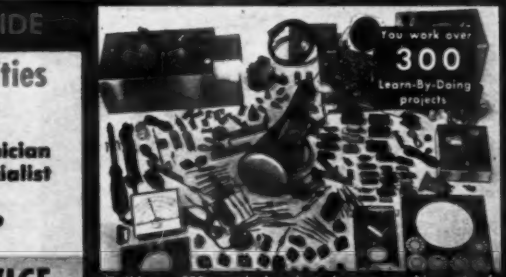

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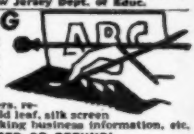

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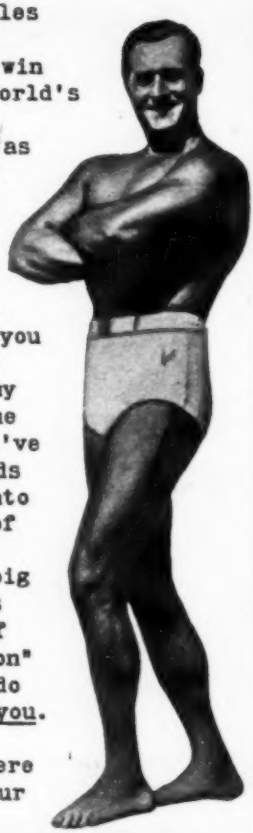

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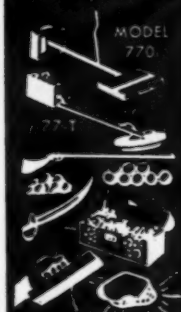

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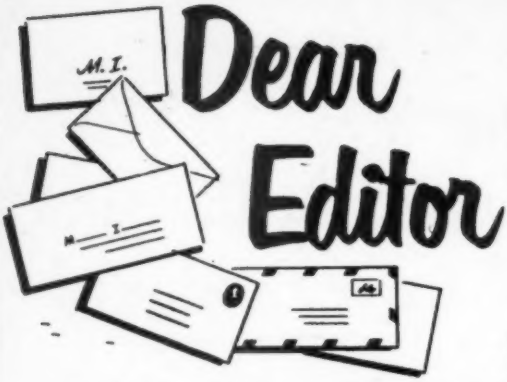

Address mail to: MECHANIX ILLUSTRATED, Letters Editor, 67 West 44th Street, New York 36, N. Y.

• *Biggish Order*

Please advise if you have available, and how I may obtain it, any information on the theory of flight and its applications—specifically articles on how to illustrate and explain all principles and ideas associated with flight.

Donald W. Foss
South Portland, Me.

Madame LaBonza's Dream Book states that dreaming of flying means the insurance man will catch you at home. But if you are really serious, here are some real titles: Fawcett Publications (write Circulation Dept., Fawcett Books, Greenwich, Conn.) has an excellent book called Secrets of Space Flight (75 cents plus 10 cents postage). Or Flight Handbook, The Theory And Practice of Aeronautics, published by Iliffe and Sons, Dorset House, Stamford St., London SE 1, England, might be your meat.

• *Soap Box Derby Racers*

I need plans for a Soap Box Derby Racer.

L. H. Bedard
95 St. Ambroise St.
Loretteville, Que.

Write to Mr. R. L. Gough, General Motors of Canada, Oshawa, Ont. Yanks write to Chevrolet Public Relations, General Motors Bldg., Detroit 2, Mich. Or see your Chevy dealer.

• *Reassurance*

I'm trying to devise a device so skin divers can talk to each other under water. If you hear voices the next time you're in the tub don't be alarmed. It may very well be me, testing my device.

W. S.
Levittown, Pa.

All right.

• *Spider Ranch*

We purchased a ranch house that has a four-foot crawl space and we are having a lot of trouble with spiders. My little girl has been bitten pretty badly a few times during the night when she is sleeping. I hope you can tell us how to get rid of them for good.

E. E. B.
East Hartford, Conn.

Keep your crawl space tidy and spray it with insecticide to get rid of the insects the spiders eat. Spiders are not biting your little girl in her sleep—they have nothing to gain by it as they do not feed on blood as do mosquitoes, flies, fleas, bedbugs and mites.

• *Plans For A Trip?*

I would like to know if you have a plan on how to build covered wagons. If you do, how much do they cost?

S. C.
Walla Walla, Wash.

Sorry. Description of an ark, however, appears in Genesis, Chapter 6. If you want to build a model covered wagon, we did publish plans in the August '51 MI. You might find a copy in a back-date magazine store or get photocopies of the article from the photo serv-

[Continued on page 22]

VIRGINIA "My 10th year and business keeps growing. Have made as much as $485 in one day" . . E. Rodney, Hampton.

CALIFORNIA "Made as much as $347 on just one job. You can't miss with Duraclean" . . . C. W. Morris, Sacramento.

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6 WAYS TO MAKE MONEY

You get exclusive use of unique absorption process which cleans carpets and upholstery without harmful scrubbing, soaking or shrinkage. It's acclaimed by housewives, mfrs and backed by McCalls and Parents' Seals. Five other profitable services are soil retarding, mothproofing, flame proofing, spotting and carpet repairing. Thus, on most jobs you multiply profits. "*Headquarters say gross $9.00 per hour. I gross up to $12.00. Many dealers I know do even better,*" says Dan Chilcott of N. Platte, Neb.

You, too, can make BIG MONEY IN THIS Booming Industry

IN YOUR TOWN, there's a real opportunity right now for you to meet the growing demand for cleaning of costly carpets and upholstery . . services for which homeowners are ready to pay good money. Mechanical methods have proved to be harmful to fabrics, so the field is wide open with our exclusive, safe, scientific absorption method of cleaning. Have you investigated this opportunity? Thousands like those above have, and are now enjoying the financial security of their own business. Many have started part-time and so can you!

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We'll train you, show you the proved methods for operating and building your own business, and then back you with 25 continuous services.

By starting now, you will be getting in on the GROUND FLOOR of a $750 million a year industry!

WE HELP YOU GROW

Under our unique cooperative program, you are fully trained through a nearby dealer and at our 50-hour training school. You're kept up-to-date through monthly magazines, nat'l conventions, and at regional meetings where Hqtrs' staff *come to you* in your area. You're backed by nat'l advertising in consumer (McCalls, Parents', House & Garden, etc.) and trade magazines. Others of 25 services which help assure your success include: Individual counseling (staff of specialists give you prompt, expert counsel), ad kits, folders, product development, plus others.

EASY TERMS Moderate payment establishes your own business—pay balance from sales. We furnish machines, sales material and enough supplies to return your TOTAL investment.

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—What Manufacturers Say

". . (Duraclean) standards in keeping with service to which . . carpets and consumer are entitled." —*Avisco (American Viscose Corp)*

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Free 16-page booklets detail dealership program. No obligations, no salesmen will call. Clip and mail coupon today.

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DURACLEAN CO., O-172 Duraclean Bldg., Deerfield, Ill.

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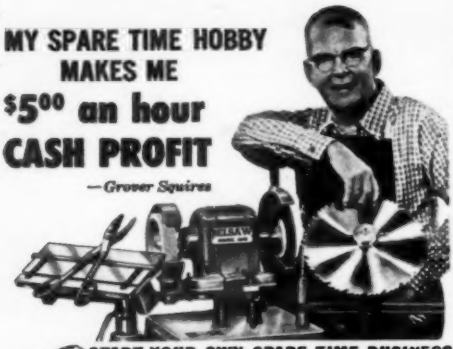
—Grover Squires



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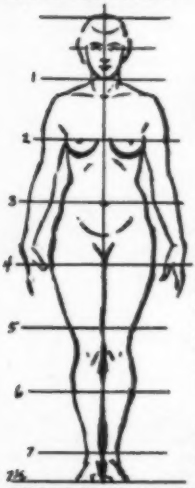

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With The ONE Shoe Line That Serves Everyone From Baby to "Pop" and "Mom"

Only 8 orders a day can make you up to $32.00 a day. $160.00 a week. $600.00 a month. It's no trick at all to make big money full or Spare Time with America's most comfortable shoes. Amazing new "Spring-Step" cushion design proves it by actual demonstration. Over 200 styles for men, women, boys, girls and infants! **Profits are BIG—repeat orders sure and easy. No experience needed. No investment. Everything furnished free,** including finest sales outfit and actual demonstrators! **Send today for Free Outfit.**

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ONE MAN BUSINESS

...pays $10 to $20 profit for each dollar of cost

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No house-to-house canvassing. No face-to-face selling. We not only supply the equipment you need for the work, but also show you exactly how to cash in big daily profits from two big demand fields.

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A creative, artistic business. Gift shops sell your entire output. Just a few of thousands of giftwares illustrated on this page. Beautiful colors. Endless designs. Exclusive "one of a kind" appeal brings sales at ten to twenty times the cost of materials. Beautiful illustrations and instructions for making these artistic novelties sent free.

The opportunities in Plastic Laminating are so big that space here does not permit even skimming the surface. To get any idea at all of the size of these markets and your place in this sensational business you must read the details. See for yourself how easy it is to do the work—how you can put plastic sheets into your machine and take out a fortune—how money and orders come to you in the mail—how gift shops clamor to get more and more of your creations—how you can start with one machine and build up a big production plant with others doing the work—how you can get money and business from every State in the Union—how you can achieve independence without study or experience.

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Never before has such an opportunity been offered the small, home-operator—an opportunity to gain complete personal independence in a big money business of your own. Don't lose a minute. Get the facts at once. All information, fully illustrated with pictures, is free. Send the coupon—or send your name and address on a postcard. There is no charge now, or at any other time. Send for the information on this exciting opportunity today.

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With Deluxe accessories consisting of one 200 AMP. Gen., adjustable helmet, electrode holder, 30' welding cable, rheostat, giant toggle switch, voltmeter, voltage reg., 1 pr. heavy-duty welder's gloves. All units guaranteed pre-tested. Approx. GOVT. COST—$500. Most items new — all perfect. $26.00.

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Send me your FREE school catalog on National Training at Toledo in Meat Cutting, Meat Merchandising and Self Service Meats. No obligation. No salesman will call.
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New **PROFIT-PROVEN*** Home-Business!

"I make $400.00 a week!"

MAKE BIG MONEY, TOO—printing without a printing press! Learn the secrets of this new **MIRACLE PRINTING METHOD** . . . *build a Big-Pay Business, SPARE or* **FULL-TIME**, *right in your own home. Never before has there been such a golden opportunity to turn pennies into dollars in profit! — to build a successful, prosperous future easily, quickly, and enjoyably—AT HOME!*

*Proves
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(Notarized statement on file in our office and open to inspection.)

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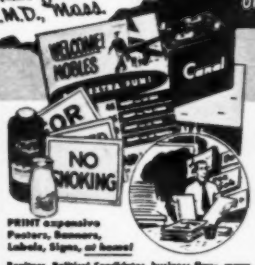

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Dear Editor

[*Continued from page* 16]

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● *Far-Sighted*

Obviously, "Indignant" (Oct. MI Dear Editor) has two left hands. Upon viewing the article on Ike's New Jet (Aug. MI) he should have given some consideration to the probable benefits and long-range savings to the "ordinary, taxpaying, fare-paying Americans," such as valuable time away from home the "Top Executive" saves his traveling comfort, safety, and peace of mind, arriving at his destination rested, relaxed and better able to accomplish the mission at hand. Also it is doubtful that the "big political cheese" referred to rides around in the sky "all alone." For one whose nearsightedness is so evident, R. A. B. should stick to the Wisconsin variety of cheese, and let the "political" variety have their whey.

Douglas Stevens
Japan

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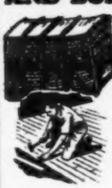

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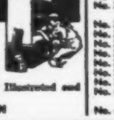

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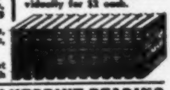

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Superior's New Model 70 UTILITY TESTER®

FOR REPAIRING ALL ELECTRICAL APPLIANCES MOTORS • AUTOMOBILES • TV TUBES

As an electrical trouble shooter the Model 70:

- Will test Toasters, Irons, Broilers, Heating Pads, Clocks, Fans, Vacuum Cleaners, Refrigerators, Lamps, Fluorescents, Switches, Thermostats, etc.
- Will test *all* TV tubes for open filaments, inter-element shorts, burned out tubes, etc.
- Measures A.C. and D.C. Voltages, A.C. and D.C. Current, Resistances, Leakage, etc.
- Will measure current consumption *while the appliance under test is in operation.*
- Incorporates a sensitive direct-reading resistance range which will measure all resistances commonly used in electrical appliances, motors, etc.
- Leakage detecting circuit will indicate continuity from zero ohms to 5 megohms (5,000,000 ohms).

As an Automotive Tester the Model 70 will test:

• Both 6 Volt and 12 Volt Storage Batteries • Generators • Starters • Distributors • Ignition Coils • Regulators • Relays • Circuit Breakers • Cigarette Lighters • Stop Lights • Condensers • Directional Signal Systems • All Lamps and Bulbs • Fuses • Heating Systems • Horns • Also will locate poor grounds, breaks in wiring, poor connections, etc.

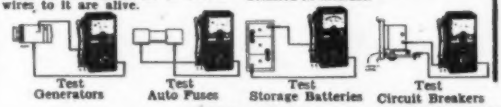
IT'S SO EASY!!

With tester's cord in outlet, current consumption of appliance is read direct on meter when line cord is connected to receptacle on panel. This typical iron takes 7 amperes (Good).

Small electric fan motor indicates 50 ohms (normal resistance).

Control circuits of most furnaces use 24 volts obtained from step-down transformer. Here's how to check room thermostat to see if wires to it are alive.

Manual supplied with Model 70 shows meter needle should move to right when test leads are connected to pins 3 and 4 of this 6AU6 tube. Procedure for testing all tubes used in TV are detailed in manual.



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Just read the following partial list of contents:

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• How to test all TV tubes; also simple procedure for determining which specific tube (or tubes) is causing the trouble.

• How to trace trouble in the electrical circuits and parts in automobiles and trucks.

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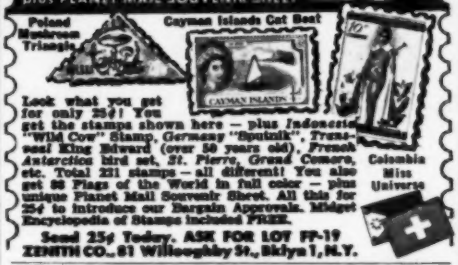

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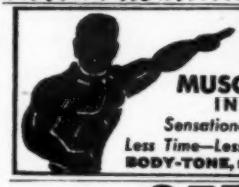

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**Here is Mr. J. F. K. with a few of the items he has sprayed with Flok-Kraft. He is now earning $25.00 per hour ($400 for 16 hours work) just showing companies how to spray new Flok-Kraft.*

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If you've ever touched real suede or velvet – you know how Flok-Kraft feels and looks. Now, at last this beautiful new 3-dimensional finish, developed after years of experience, can be sprayed on anything – transforming ordinary things into expensive masterpieces of beauty. You must see it to believe it, so mail coupon below and receive free samples.

Make old (even broken) radio and TV cabinets look better than new. Spray average size cabinet in 15 minutes with 34¢ worth materials and charge at least $10.00.

COVERS AND BEAUTIFIES FABRICS, METALS, GLASS, PLASTER, WOOD, PLASTIC – any surface! Huge profits are waiting to be tapped in this tremendous new field. Over 5,000 big profit uses. Spray lamps, figurines, greeting cards, signs, automobile accessories, shoes, hats, card tables, toys, furniture, draperies, ceilings, walls –anything! Flok-Kraft makes old, damaged and worn objects beautiful and saleable–makes new things worth more. You can even spray cheap butcher paper and make it look like velvet-suede, and sell it for gift-wrapping paper.

Recondition worn automobile interiors (doors, trunks, dashboards, seats, etc.) with Flok-Kraft. Just spray it on – works like magic!

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Amazing Flok-Kraft rayon and cotton fibers are now available in over 24 brilliant colors – even the amazing fluorescent "glow" colors that attract attention.

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Here's a rare opportunity to own your own business. Start small spare time – add to your present income. Then, as your business grows, work full time – hire others to work for you. At first, do it all in your own home – a corner of your basement, garage, dining room, service porch or kitchen is all the space you need.

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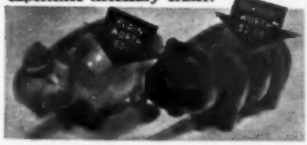

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Invention Clinic

Joseph H. Kraus

In this column each month Mr. Kraus will answer as many letters as space permits on those subjects he feels to be of widest general interest. Time does not allow him to reply to any letters except those printed here. Address your questions to the Invention Clinic, *Mechanix Illustrated*, 67 West 44 St., New York 36, N. Y.

Smoking Pipe

Gideon E. Moore of Dublin, Ohio, includes copies of patents which might conflict with his design of a smoking pipe. Several pipes which he made were well received. What do we think about the item and what is our advice?

Your design seems better than the patents which were cited against it. But pipe manufacturers are not seeking new designs. Wait until you can encourage an ethical manufacturer to stake you to the cost of the patent, guarantee a royalty on all sales and insure distribution within a reasonable time before you go ahead with your patent.

Rotating Barbecue

Edward J. Kotthoff of Florence, Ala., sends a photograph and description of a rotating barbecue grill, and outlines its advantages. Do we think that this will become profitable?

It is likely that the expense for the large gear and the need for assuring that the grill always will remain centered and undamaged, will take this grill out of the popular-priced class. However, there are numerous ways to get around the need for accuracy and at the same time reduce production costs. You might construct the article so that its essential parts could be sold as attachments to make it interesting to those who already own grills. But don't kid yourself—grease dripping on hot coals will flame, maybe not in time to carbonize the food from which it dripped but certainly the next piece in line. There are some advantages to this design not specified by you. The food could be turned and flavored while away from the really hot area. This invention stands a reasonable chance of becoming modestly profitable until someone else makes a better item.

Oil Level Indicator

James O. Raby of Hopewell, Va., sends a copy of his patent on a device which lights a lamp on the dash when the oil has reached the one-quart level. He has used one for a number of years. So far he has been unable to arouse any interest either from automobile manufacturers or accessory producers. What suggestions do we offer?

We are not convinced that this is economical to construct. As the item stands, it would have to be installed during the manufacture of the car. But we think that you could redesign it so that it would appeal to an accessory manufacturer. Get the whole thing to fit in place of the dip stick and make it easy for the do-it-yourself mechanic to rig up. Even so, a person would think twice before he spends $25 for a unit of this type. We doubt that you can sell it for less. Remember that your sales price should be at least five times manufacturing cost.

[*Continued on page* 64]

INVENTOR'S TIP OF THE MONTH

An inventor who can produce an efficient air conditioner which the average do-it-yourselfer could install in his car for about $50 would be on his way to a fortune. Attempts to utilize the heat of the exhaust have not been too successful but this wasted source of energy may some day be tapped.

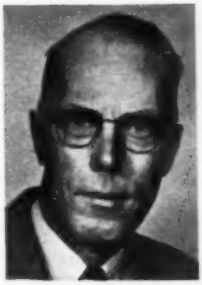
Uranium "Let Him Down" to Success!

LIKE many another young American, Edward Walls was doing all right, in a moderate way, when the uranium bug bit him a couple of years ago.

And thereby hangs a mighty interesting tale.

Ed was a barber and hairdresser by trade. He operated a small shop in a Colorado city—and in his shop he heard glowing reports of overnight fortunes being made in uranium, the wonder-metal of the Atomic Age.

"If others can get rich fast in the uranium game, so can I," he thought. The more he pondered, the more alluring the Big Idea—uranium—seemed.



Edward Walls

So he sold his little shop, packed up his belongings and, with his young family in tow, struck out for Utah—the new Golconda! Or, so he imagined it to be.

A few months later, his disillusionment was complete. He hadn't made his quick million. He hadn't even made an impressive start. Despite his hard work at a precarious job with a firm engaged in uranium reduction, the cold fact was that he was broke—and likely to stay broke.

Refused to Stay Beaten

But Ed Walls isn't the type of man who "chickens out" of life's problems. Discouragement had him down, but he was far from out!

His thoughts kept turning to an old friend of his, back in Colorado, who had bought a Rug Deterger machine some time before from the Von Schrader Manufacturing Company, 212 "R" PL., Racine, Wisconsin, long-established maker of high-quality rug-cleaning machines and equipment. This friend had grown tired of working for somebody else, and had set himself up—with no previous experience and with only a small financial stake—as an independent businessman.

"And," mused Ed, "he is doing all right for himself. He is no smarter than I am. Why can't I do the same thing? All over town there are homes with rugs just itching to be cleaned!"

So enthused did he become over this idea that he telephoned the company to arrange for the purchase of a machine and supplies, and to discuss ways and means of making the most of his opportunities for money-making in the rug-cleaning business.

Small Loan Aids Fresh Start

Once his mind was made up Walls' next job was to borrow the small amount of money he needed to get started. "I found out that it's tough to borrow even a little dough when you're broke," he said. But, somehow, he did get the money and, with it, the machine.

"Believe it or not," Ed says, enthusiastically, "two weeks after I got my equipment and started using it, I was able to pay back the money I had borrowed—interest and all! And I was really amazed how easy it was to get work to do. One satisfied customer would tell a friend, and that friend would tell another friend. You'd think every rug in town needed cleaning—and that wouldn't be far wrong."

Ed has grossed as much as $548 in a single week since he started his own business. Some months he takes in up to $1400. Needless to say, the Walls family isn't going hungry these days.

Plans Larger Success

At latest report, Ed Walls is setting up a training program for young men in his town. He plans to add new machines to his equipment as fast as he can train these young men to operate them and represent him throughout the area.

"A year or two from now," he says, "I hope to have a *real* success story to tell. Things are better for me than they have ever been. My dreams of making a fast million in uranium never materialized—and actually I'm glad, for they forced me back to earth, where I can deal with real people and give them a real service that I'm proud of. And I'm happier that way, in addition to making a very, very good living out of my very own business."

Clubs, Banks, Hotels and Institutions of various kinds are regularly serviced by Mr. Walls.

Mr. Walls is shown here cleaning the carpets in the home of one of his many wealthy customers.

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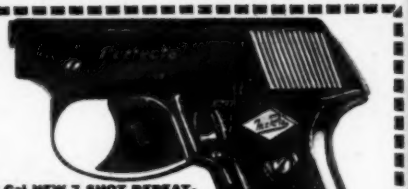

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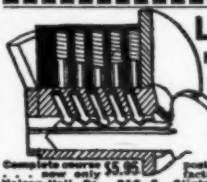

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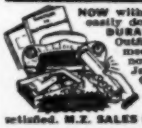

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MEN PAST 40

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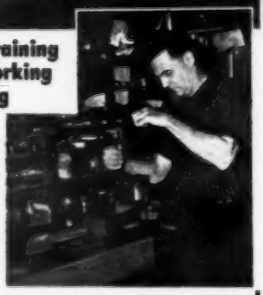

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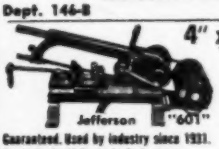

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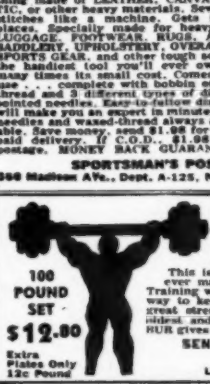

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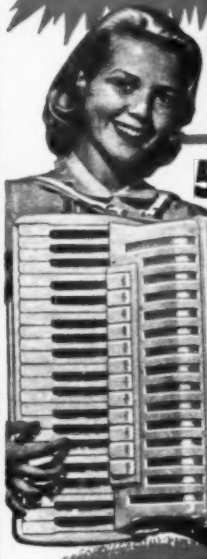

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CLEANS WINDOWS without mess. Strange "dry" cleaning-cloth. Replaces liquids. Windows gleam. Samples sent on trial. Kristee 70, Akron, Ohio.

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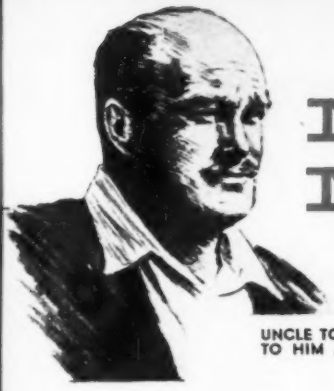

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Burney D.
Orlando, Fla.

I have news for you, Burney. I own four cars and on one of them (I won't tell you which) the ignition keys from the other three will work just as well as the originals for this can't-say-no kid. In fact, I can start it anytime in less than half a minute with a paper clip. With the millions of cars being built every year there are bound to be many duplicates, but in my particular case I just got a real crazy lock.

● *In a recent contest held by MI on the best-read articles, I naturally submitted my entry blank with all your articles rated Number One. I lost.*

Buz Bowler
Norfolk, Va.

I did too, and lost.

● *I am interested in buying an old Riley so that I may have the body.*

Ron Dancey
Toronto, Canada

Have you spoken to *Mr.* Riley about this?

● *Just what meaning does the "oil pressure" gauge have? I don't know.*

Jack Dixon
Salinas, Calif.

It's an indication that the oil pump is putting out, period. For example, if it shows 40-50 pounds of pressure, this means that at the point in the line where the oil gauge is connected there are 40-50 pounds of oil pressure. However, it doesn't necessarily mean you're not low on oil or that some parts of the system aren't starving for oil. It merely shows that you have some oil and that it's passing the signal point at the indicated pressure. It is possible on some engines to get a full pressure reading with less than a quart of oil left in the crankcase—though it will usually start to bob and waver when there's not enough oil to go around.

● *I bought your new book, Today's Sports And Competition Cars, and it's the greatest yet. However on page 171 you refer to the town of East Adam's Apple, Ark. I can't find this anywhere in my atlas of the state.*

E. L., Jr.
Pine Bluff, Ark.

It is now known as West Little Rock.

● *I recently took my new foreign car in for the six months' inspection required by law and was almost rejected because of the seat belts that are supplied by the manufacturer of the car. You are probably familiar with the type. It is the over-the-chest installation, which I feel to be the safest I've ever seen. The brand name was also rejected because it was not quoted in The Book. It is*

[*Continued on next page*]

no great problem to remove the belts before each inspection, but it is inconvenient. I believe the safety of any automobile should not be hampered by the law of any state. What are your feelings on this?

Wm. L. Burnett
Falls Church, Va.

For the wise enforcement of any law, standard equipment should be brains—but apparently they are something your state's motor vehicle inspectors do not possess in over-abundance.

● *Why don't today's American cars have some of the features they used to? Such as pouches in the doors for various items, shades on the windows and adjustable foot rests in the back seat. Our neighbors have a Model A Ford and, except for the upholstery and dash, I think I'd rather have its interior in my car than that of today's so-called "better cars." You'd better answer this and give me a decent answer. This is my second letter to you; Number One was unanswered.*

Gayland Davis
Spencer, S. D.

Number One wasn't any good. I can remember the day when all sedans were delivered with flower vases in the rear, and believe it or not they are now being offered again as accessories in several different shapes by Volkswagen. However, in the last few years most of our cars have lost trip meters, foot rests, shades, hand throttles, hand chokes, side pockets and most of the informative instruments. In fact, by 1980 all cars will probably be nude as a boiled egg. That's what they call progress. Personally I don't miss the flower vases.

● *A friend of mine has a stock 1956 Buick Super and says he goes zero to 60 mph in eight seconds. I know he's crazy, and you know it, but he won't believe me. Will you please print this letter to settle a bet?*

Chuck K.
Boston, Mass.

I never met a crazy guy who would believe it.

● *My father bought a retractable hardtop. I'd like to have your opinion. Would you say this was a wise choice?*

John M. Clarke
Portland, Ore.

I wish I could retract my hardtop.

● *In a moment of tender confidence at a recent cocktail party, my next-door neighbor who runs a car agency in town said he'd rather I didn't buy my new car from him as*

[*Continued on page* 54]

*Explosion proof!**
No vapor lock!
Instant re-starts!

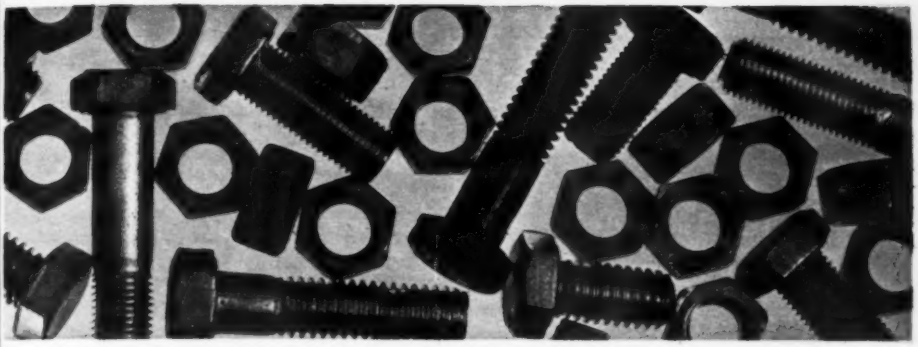
BENDIX ELECTRIC FUEL PUMP**

This superior unit is definitely *not* "just another fuel pump". It provides improved starting, more economical operation, and longer life with no "pressure droop". Explosion proof. Eliminates vapor lock. Your boat is worthy of the finest—and, in fuel pumps, that means *Bendix*. Ask your marine dealer—he *knows!*

*Approved by Yacht Safety Bureau **Reg. U. S. Pat. Off.

Visit the Bendix booth, No. C-202, at the National Motor Boat Show in New York.

Bendix-Elmira
Eclipse Machine Division
Elmira, New York



THESE ARE SOME OF THE NUTS AND BOLTS AND SCREWS THAT WERE NOT PUT INTO THE BODY AND FRAME OF THE 1960 PLYMOUTH.

They just can't loosen and rattle because they're not there. The Solid 1960 Plymouth's new Dura-Quiet Unibody is welded around 5400 times.

Ordinary unit body construction isn't particularly new. But *this* kind is!

Chrysler Corporation pioneered unit building in 1934 and turned out the first welded-unit American passenger cars. Later, the method was adapted by other manufacturers. But there were problems, in the way of noise and vibration, and chance of rust and corrosion.

Chrysler engineers kept the idea under study. To it, they applied the biggest digital electronic computer program in the auto business. They used methods developed in the building of space missiles. They built an "electronic highway" to simulate all kinds of road conditions.

The outcome is a new kind of car body—quieter, tighter, more solid than any you have known. With more room inside. Doors and windows that fit tightly. And a noticeably steadier ride, combined with easier, brisker handling.

Unibody Plymouth is made to *stay* quiet and solid for an unusually long time. Corrosion is licked for years to come by the greatest protective treatment ever given an American car. This Plymouth is, we believe, the best-built, best-performing car in the low-price class. Try it!

Body and frame are welded as one unit with Dura-Quiet Unibody construction.

SOLID PLYMOUTH 1960

A Chrysler-engineered product, built a new solid way to give you solid satisfaction.

[Continued from page 52]

planned. All new cars, he said, come back for some repairs but one out of every five he sells comes back with difficulties of "factory proportions." He said he'd rather lose a sale than my friendship. How about that, Tom?

Name Withheld On Request

Sounds to me like he doesn't want to give you a big friendly discount and then still have to back the product to the hilt.

● *A friend of mine has a 1919 Baker Electric Automobile which I could get for less than $100. If I added an additional battery would it make a good hot rod?*

William Carlton
Atlanta, Ga.

It wouldn't even make a good Baker Electric.

● *I have just finished re-reading some of your old articles in MI and one article really roused my interest. In the story on the 1953 Chevy you mentioned that a V6 rumor was in the wind for the not-too-distant future. My question is, "What happened to it?" I think that a V6 would be very practical. I've written several letters to the manufacturer in Detroit and they don't seem to have a very good answer. I hope you can come up with a better one than those I've gotten—such as a V6 can't be designed to fire right when there are two rods connected to the same shaft throw, which means dividing the crank into thirds, or a 120-degree crank. That answer doesn't satisfy me. I sure hope you can give me some help on this. I'm a mechanic and am now operating my own speed shop.*

John R. Jonker, Sr.
Kennewick, Wash.

Chevy spread the V and made it an air-cooled pancake for their new Corvair. Seriously, the biggest fault with a V6 engine isn't its ability, which has been proven by Lancia, but the fact it would call for re-educating the ignorant buying public, and this is costly. In the days of in-line engines, one of the most successful ever designed in Detroit was a straight *nine!* This proved much smoother than the then-straight eights, but ignorance and sales resistance kept it from hitting the market. It might surprise you to know that with most buyers a V8 outranks a V6; a V1

[Continued on page 56]

TIM FLOCK INVITES YOU TO SEE A GREAT NEW SAFETY AND SAVINGS ADVANCE EVERY CAR OWNER NEEDS

Demonstrations Daily During

SPEED WEEK AT DAYTONA BEACH, FLA. FEB. 7-14

TIM FLOCK, two times NASCAR Champion and one of the all-time great stock car racers says:
"I've never endorsed any automotive product but after the most gruelling tests ever devised I'm convinced the MECHANICAL MUSCLE will revolutionize a big segment of the auto industry. It will save many lives and thousands of dollars. Every car owner needs it!"

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Address .....

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AC Fire-Ring Spark Plugs are your best buy in spark plugs for many reasons—but a big one is AC's exclusive Conductaseal that bonds the terminal screw and center electrode to the aluminum oxide insulator. This seal protects against leakage far better than ordinary seals. Leakage alters the spark plug heat range, which can damage the spark plug and, in turn, the engine.

Conductaseal is a product of AC research. It is made of finely ground copper and glass, inserted into the center of the insulator and formed under terrific heat and pressure into an unyielding bond. It is tested under 1400 p.s.i. to give you trouble-free spark plug operation and long life.

The pictures on this page give graphic proof of Conductaseal superiority. Remember them the next time you buy spark plugs. For highest quality and greatest reliability, ask for AC Fire-Ring Spark Plugs.

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Skin-diver demonstrates how AC Conductaseal stays gas-tight under 1400 p.s.i., while ordinary spark plug leaks.

This X-ray check makes certain that the Conductaseal has bonded properly. It's one of 116 AC reliability tests.

Every AC Spark Plug features the exclusive Hot Tip that heats faster, cools faster to stay clean longer.

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- Will not harm wood or natural grain.
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Modernize old-style wood finishes in easy minutes!

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- Fills holes, cracks, other defects in furniture and woodwork.
- Can be nailed, sanded, sawed, planed.

At paint and hardware stores everywhere.

Mail For McCahill

[*Continued from page* 54]

outranks a V8 and V16 outranks the V12 because the buffleheads feel they're getting more for their dough.

● *Here in Shelbyville there is a life-size statue of Jack Daniel, a small man who had a big idea. Mr. Reagor Motlow, distillery executive, tells me that the statue is exact in every detail except one: Old Jack wore a size five shoe, but it was decided to give the statue a larger shoe for better support.*

Robert A. Brown
Shelbyville, Tenn.

After a hard day of quality control testing at the distillery, Old Jack couldn't get enough support out of snowshoes.

● *I drive 50,000 miles a year over country roads. Do you think a Rambler American would hold up on rough roads at 50-60 mph and give me a saving over a pickup? I am an artificial breeder of cows.*

Tom Griffin
Lancaster, Ky.

You must be known in the pastures as Tom The Spoilsport. According to George Romney the Rambler will hold up. I think it will, too.

● *My problem is a two-cycle engine. As you know, when an engine is choked by putting your hand over the air intake there is suction. In my case there is an outward pressure at the air intake and suction at the muffler! I thought it was rings and put new ones on. It did not help. Now what?*

John T. Jamilske
Fayetteville, N. Y.

Sounds to me like some guy switched your manifolds.

● *I am the owner of a 1953 Buick Skylark and would like to know if this car will be a collector's item as time goes on, and if it will increase in value.*

Jerry Hersh
Rochester, N. Y.

Doubtful on both counts.

● *I am interested in ascertaining the address of Calvin and Charles Williams, twins, supposedly living in Philadelphia, Pa. According to two articles I've read recently, the Williams twins demonstrated to officials of the Chrysler Corp. in Detroit an improved version of the steam engine.*

Morgan B. Davis
215 West Broad St.
Hazelton, Pa.

Will the Williams twins please show?

[*Continued on page* 60]

come
try the car with
so much that's

new

so much
that's

different!

THE SUPERLATIVE 1960 CHEVROLET

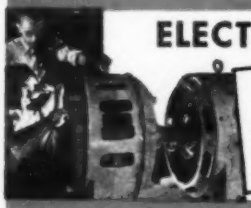
There's nothing like a new car—and no new car like a '60 Chevrolet. The Bel Air 2-Door Sedan.

Every tasteful line of this superlative '60 Chevrolet seems to tell the luxury cars to move over—from the proud jut of its prow to the saucy cut of its rear deck. ■ And the hushed elegance of its roomier new Body by Fisher repeats the refrain—with finely tailored fabrics, sofa-wide seats and a lower-than-ever transmission tunnel that'll please you right down to your toes. You'll luxuriate, too, in the way this new Chevy's Full Coil ride—insulated from road shock and noise by thicker, newly designed body mounts—rivals the poise of even the costliest cars. ■ Yet, sumptuous as this '60 Chevy is, it remains more dedicated than ever to those proved Chevrolet virtues—economy and dependability. There's a choice of two standard engines that do marvelous things with mileage—the famed Hi-Thrift 6 and a new Economy Turbo-Fire V8 that gets up to 10% more miles on a gallon of regular. Your dealer's the man to see for the facts. Chevrolet Division of General Motors, Detroit 2, Michigan. ■ **nearest to perfection a low-priced car ever came!**

CHEVROLET

These men are getting practical training in ...

ELECTRICITY



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Name_____

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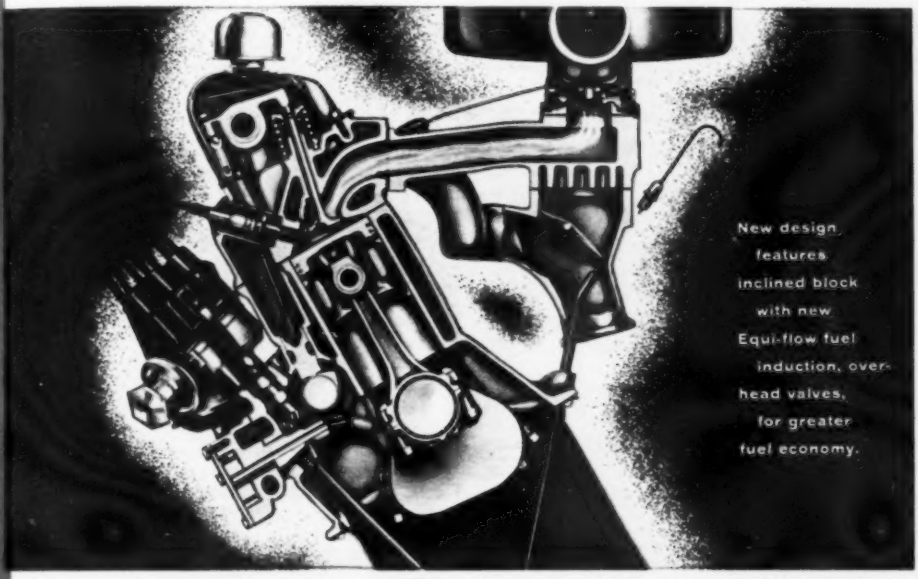
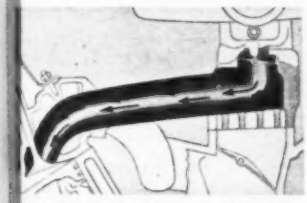
Low-Priced Dodge Dart Features Revolutionary New Engine

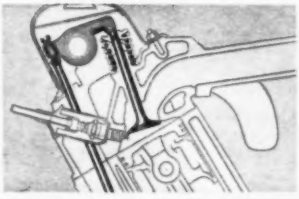
New Economy Slant "6" Uses Exclusive Semi-Ram Intake Manifold!



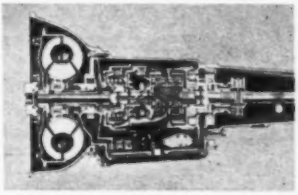
Packing surprising performance with the kind of gas mileage usually found only in much smaller cars, this new Economy Slant "6" represents a major breakthrough in engine design. The 225 cu. in. block is angled 30° to the side to allow for special free-breathing intake and exhaust manifolds. High-turbulence wedge-shaped combustion chamber and carefully selected 8.5 to 1 compression ratio deliver 145 h.p. at 4000 r.p.m., using regular gas. Special high-efficiency camshaft puts top torque right down in useful driving ranges. Output: 215 lb.-ft. at 2800 r.p.m. Uses new velvet-smooth Free-Flight Power engine mounting.



Special slant-block makes room for this new semi-ram intake manifold. Exclusive Equi-flow design provides more efficient, evenly balanced distribution of fuel to all cylinders.



Big, overhead valves mean better breathing, better distribution of fuel mixture inside cylinders. More even burning means extra power and mileage from every gallon of gas.



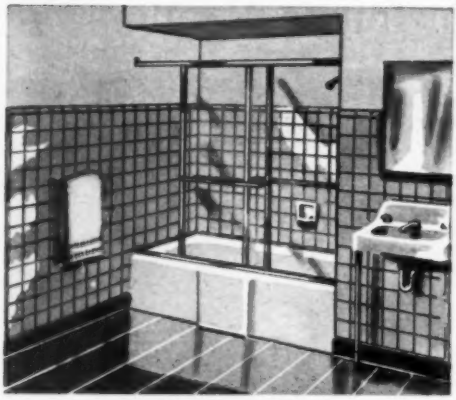
Special TorqueFlite Six is the first automatic transmission designed specifically to match the power-torque curve of a six-cylinder engine. (Optional at extra cost.)

AMERICA'S FIRST FINE ECONOMY CAR **DODGE DART**

NOW DODGE BUILDS TWO GREAT CARS: DODGE DART • '60 DODGE

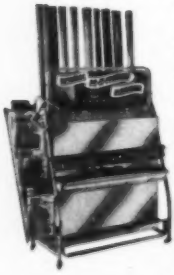
Make Your Own Aluminum-Glass

SHOWER DOORS FOR UNDER $35



with Reynolds DO-IT-YOURSELF ALUMINUM

Make your own attractive aluminum and glass shower doors. Pay under $35 for materials. Same high quality doors that cost $70 to $80 (installed) in most retail outlets. Easy to make in hours with ordinary woodworking tools.



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Please send Reynolds Do-It-Yourself Aluminum How-To kit with FREE shower door plans.

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Address.....

City.....Zone....State.....

Dept.MI

Mail For McCahill

[Continued from page 56]

● *I was born about the same time you were so have always been interested in the Stutz Bearcat. Now, after all these years, I find that all my ideas about this car have been haywire. Would you straighten me out? If I remember correctly, while Stutz was still making the four-cylinder Bearcat they also made a six-cylinder Bearcat that looked exactly like the four, but with a little longer hood. Could you tell me what type engine was in this Six?*

Bob Cridland
Del Mar, Calif.

In 1915 the Stutz race team cars were all built with overhead cams and four valves per cylinder. The original Six was introduced in 1914 and was a T engine displacing 377 cubic inches. This was in addition to the Four at the same time which displaced 390 inches.

● *A Utah mountaineer tells me all you need to prevent fuel pump vapor lock is to clip several wooden clothespins along the fuel line and troubles are over. Will it work?*

John C. Grissom
San Bernardino, Calif.

All-metal spring clips would be much better as they'd help dissipate some of the heat from the fuel line into the air stream. However, it's much better and neater to rebend the line away from hot spots.

● *I was driving with my husband the other night and I accidentally ran into a pretty hard pothole. There was a loud thump as my right front wheel hit it. The next day the tire looked perfectly okay but my husband insisted I probably broke some cords in it and that I replace the tire out of my household money. Don't you think he's being a little silly about this? Personally, I think he's a jerk—although I will replace the tire. But he's going to eat spaghetti for a month. What are your opinions?*

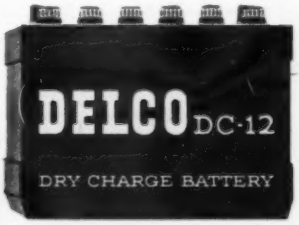
Mrs. J.K.D.
New Hope, Pa.

Well, first, I hope he likes spaghetti. However, there is a faint possibility he might be right, depending on just how severely you crashed the pothole. Years ago, I almost got my old man this way. I stole his car one night (an old Marmon 75) and while running flat-out I hit a trench just slightly smaller than the Grand Canyon. I failed to mention this to Pater and less than a week later he almost broke his neck when the tire let go and he carved the Marmon's initials into a tree.

[Continued on page 62]

Things really jump when you start with a Delco Dry Charge battery. It's got reliable power plus stamina. You need both—for today's high compression cars, loaded with accessories, demand an awful lot from a battery. In fact, the electrical load has *tripled* in the past 10 years! That's why you're wise to replace with Delco DC-12, the battery that's designed for modern car requirements. More new cars come factory equipped with this power-packed Delco. It's a dry charge battery, too—your assurance of

100% FRESH STARTS



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The modern little cigar with BIG cigar taste

Humidor pack of 20 **35¢**

NOW MILDER THAN EVER!

Right size—long enough for complete satisfaction . . . short enough to enjoy no matter how busy you are. *Perfect blend* of the most expensive tobaccos in any cigar like it—100% cigar tobaccos clear through.

TREND-AIR CONDITIONED FOR MAXIMUM MILDNESS

Scientifically placed, microscopic air-inlets "breathe" just the right amount of cool air into the smoke stream to give you the mildest, freshest smoke you've ever tasted in a cigar, large or small.

STEPHANO BROTHERS (Cigar Division) Phila. 7, Pa.

YOU NEED NOT INHALE TO ENJOY THEM

Mail For McCahill

[*Continued from page 60*]

● *I am an inspector and road-test cars at a Canadian assembly plant. In answer to Irvin L. Senske's letter about automobile "lemons" in the August MI, here is a little information that may interest you. Our cars are spot-checked as they come off the assembly lines. The ones that are picked are thoroughly checked and road-tested and the necessary repairs are made. These cars are in pretty fair shape when shipped—but beware of the ones that come off the line between checks! Anything could happen on your maiden voyage. Your safest bet is to get in touch with a friend who works in an assembly plant. He may see to it that your car hits the spot check. We have acres of lemons, not just a whole tree.*

Inspector X
Canada

As not all guys are in a position to get a spot-checked car, their next best bet would be to buy only from a dealer who has no blood ties with Jack the Ripper. Actually, the final responsibility for the car's condition rests with the dealer and he gets a nice slug of change to make the car right. About six times out of ten when you get a lemon, it may be the dealer's service that clipped you. Naturally, it's the factory's responsibility to put all the parts on in the first place—something they don't always do.

● *I've been told that I'm responsible for my car at all times even though it's stolen. Could this be true?*

E.T.W.
Houston, Tex.

Certainly. Even if you did steal it you're still responsible.

● *We had a pretty horrifying experience recently. Went to a drive-in movie one hot night with our two boys, ages six and four. As is our custom when the boys get sleepy (we have blankets and pillows for them), we usually lower the tailgate of our station wagon so they can stretch out in the back with plenty of air. Well, the movie was very long so the minute it was over, in order to beat the crowd to the exit, my husband started the engine, put it in gear and shot off like a wildman. Both boys, sound asleep, slid out the back through the open tailgate and only by a miracle weren't run over by other cars. I must confess I was pretty sleepy, too, as we were almost home, ten miles away, when I turned around to see how the children were doing and was terrified to see they weren't there!*

[*Continued on page 64*]

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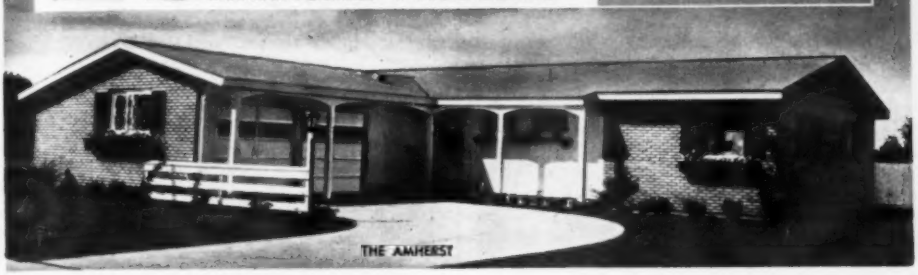

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UNCONDITIONAL GUARANTEE—Your Liberty Home is covered by an unconditional guarantee for quality, quantity and soundness of construction.

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SOLD DIRECT TO YOU—Liberty has no salesmen. You buy direct and save sales commissions. You make your own decision without high pressure tactics of any kind.

SAVE $5000—You save on material cost, labor cost, contracting fees. You eliminate all middleman's profits, architect's fees and costly material waste.

100% QUALITY—Only materials of unquestioned quality are used. All lumber is kiln-dried. Your home will last a lifetime.

FREE CONSULTATION—The Liberty way is the foolproof way. However, if a problem of any kind arises during construction, Liberty's building consultants are ready to help you day or night without obligation.

78 DESIGNS—For 1960 Liberty offers the most beautifully designed homes in America today with unlimited floor plan variations to fit your specific needs.

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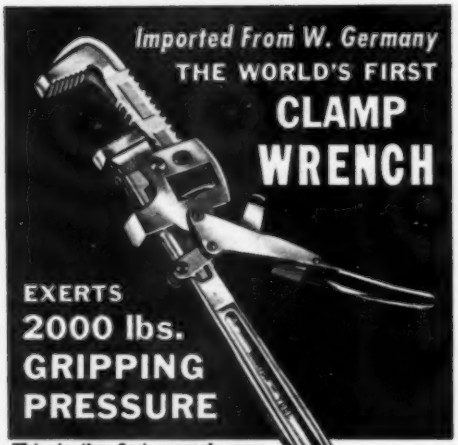

This is the first wrench ever made with a clamp to lock work in—and it's a remarkable tool. Locks with a tremendous 2000 lbs. gripping pressure, assures an absolute, immovable grip. Fine as lock or pipe wrench, clamp or portable vise. All steel; polished nickel-plated finish; designed and produced by the tool craftsmen of Solingen, Germany.

10" with 1½" jaws $2.95
14" with 2¼" jaws $4.50
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Add 85c postage and handling each.

Dealer inquiries invited

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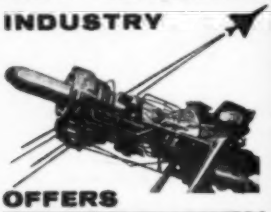

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Address _____
City _____ State _____
Age ____ Hours I work ____ Education ____ Phone

Mail For McCahill

[*Continued from page 62*]

Then the race back at almost 100 mph to the drive-in where, much to our relief, we found both boys with the manager. They were very scared, but unhurt except for a scratch on Jerry's nose. My point is, many parents do this with their children (open the tailgate on hot nights) and this time it could have ended in tragedy. It almost ended in divorce.

Mrs. J.K.
Pt. Pleasant, N. J.

Let this be a warning to you mothers. Either buy the kids a set of chains or staple them to the floor.

● *Uncle Tom, I have a real problem. I'm the father of six kids, oldest nine. My wife's best friend is the mother of six kids, oldest eight. She comes to our house almost every Saturday and Sunday with her brood, making a total of 12 children running around the house. The weekends are the only chance I have of getting any shut-eye at all. What can I do?*

Al. L.
Buffalo, N.Y.

I'm not going to try to tell you what you can do *now*. The question really is what you *should* have done a long time ago. You might try fumigation or the Foreign Legion. Perhaps if you stay fully crocked all weekend your wife will get the message and return some of those jolly calls at her pal's house. Be a man—fight for your rights.

—Tom McCahill

Invention Clinic

[*Continued from page 30*]

Window Opaquer

Walter V. Johnson of Hinton, Alberta, Canada, has come up with a liquid to opaque glass, especially to give privacy when camping in station wagons. It could be made nonsoluble for outside use. Would any manufacturer be interested?

A dozen solutions have been on the market for a number of years which will do this. These, too, are available to opaque bedroom and bathroom windows and the like. And there is an ornamental, self-adhering translucent paper which also could be used. A nonsoluble solution will demand special removers which may damage surfaces and materials. We doubt that any manufacturer would be interested in your proposal. •

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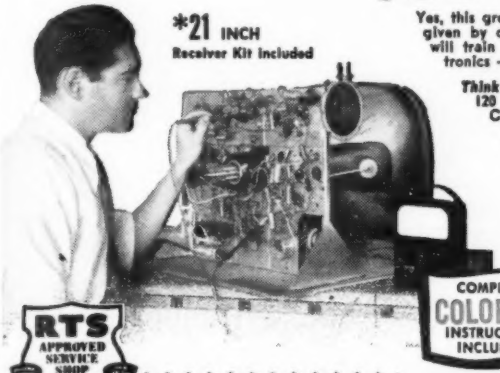

Yes, this great course costs *far less* than any training of its kind given by other major schools! Radio-Television Training School will train you for a good job in Television or Industrial Electronics — **AT HOME IN YOUR SPARE TIME.**

Think of it—a complete training program including over 120 lessons, Fourteen Big Radio-Television Kits, Complete Color-TV Instruction, Unlimited Consultation Service . . . ***ALL at a really big saving to you.*** How can we do this? Write to us today . . . and find out!

And what's more — you can (if you wish)
OPEN YOUR OWN RTS-APPROVED AND FINANCED RADIO-TV SERVICE SHOP

We Want Many More Shops This Year

This 37 year old training organization — called RTS, that's Radio-Television Training School — wants to establish a string of Radio-TV Repair Shops in principal cities throughout the U. S. So far, a great many such shops are NOW IN BUSINESS AND PROSPERING. We are helping and training ambitious men to become future owners and operators of these shops in all areas.

FOR UNSKILLED INEXPERIENCED MEN ONLY — WE TRAIN YOU OUR WAY!

We must insist that the men we sign up be trained in Radio-TV Repair, Merchandising and Sales by our training methods—because WE KNOW the requirements of the industry. Therefore, we will TRAIN YOU . . . we will show you how to earn EXTRA CASH, during the first month or two of your training period. YOU KEEP YOUR PRESENT JOB. TRAINING TAKES PLACE IN YOUR OWN HOME, IN YOUR SPARE TIME!

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When you are ready and qualified to operate one of our RTS-Approved TV Repair Shops ***WE WILL SUPPLY AND FINANCE EVERY BIT OF EQUIPMENT YOU NEED TO GET STARTED*** plus an inventory of parts and supplies. In other words ***we will stake you . . .*** **AN OFFER NEVER MADE BEFORE BY ANY TRAINING ORGANIZATION.** Under the RTS Business Plan you receive:

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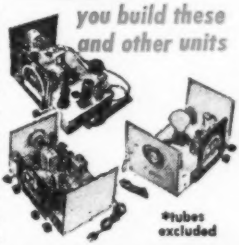
2. Complete laboratory of test equipment.
3. Letterheads, calling cards, repair tickets, etc.
4. Basic inventory of tubes, parts, supplies.
5. Complete advertising and promotional material.
6. Plans for shop arrangement.
7. Instructions on how to go into business.
8. Continuous consultation and help.
9. The right to use RTS Seal of Approval, and the RTS Creed.
10. The right to use the Famous Trade Mark.



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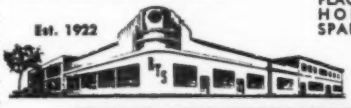

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1 You get Pall Mall's famous length of the finest tobaccos money can buy.

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3 Travels it over, under, around and through Pall Mall's fine tobaccos . . . and makes it mild!

OUTSTANDING...and they are MILD!

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MECHANIX
ILLUSTRATED
February 1960

ARMOR PLATE FOR TODAY'S COPS

A NOTORIOUS gunman who decided to shoot it out recently with New York policemen hit one detective in the groin, another in the chest. But the gunman went out the hard way; his opponents were bulletproof.

The two detectives wore

NEW YORK cops wore armored vests and masks to remove bomb (in basket) from library.

ROOKIE patrolmen receive instruction in correct fitting of Spooner armored leggings, vest and hood.

Spooner Armor Co. hoods and vests and walked away without a scratch. The protectors that spared their lives are composed of interlocking metal plates, heat-treated by a special process and sewn into specially designed pockets of moisture-proof nylon.

This design makes it impossible for a slug—even fired from short range—to penetrate the seams. The nylon also eliminates ricochet; the bullet hits the armor, flattens out and falls harmlessly to the ground.

The late Bernard Spooner founded the company which is now being run by his widow, Mrs. Bernard Spooner of New York City.

Spooner personally championed the life-saving body armor he developed and frequently served as a live target to demonstrate its effectiveness. It is estimated that he had been shot at by pistol, rifle and machine gun some 2,000 times.

The bulletproof apparel is sold only to law enforcement agencies—a complete body-protecting outfit costs $300. The cops who wear it during gun battles are certain they'll walk away. Such assurance gives them the edge when the chips are down. •

TOTAL WEIGHT of complete armor is about 65 lbs. Cost: $300. Nylon mesh covers plates to eliminate ricochet.

MASK SLITS allow lawman to aim but make injuries to eyes almost impossible.

TEST PLATES show how .44 and .357 magnum slugs were stopped at 20 feet.

ARMOR COMPANY is run by Mrs. Pearl Spooner, shown holding a 12-lb. vest.

Now See This!

SLEEK four-door, five-passenger Jaguar is the new 3.8 liter (about 228 cubic inches) luxury sedan. The 3.8 liter engine is a six-cylinder, twin overhead camshaft job with twin carburetors. It develops 225 hp at 5,500 rpm. Length is 180¾ inches; wheelbase is 108 inches. The car has power-assisted Dunlop four-wheel disc brakes and comes with a Borg-Warner automatic transmission or a stick shift with overdrive. $5,250.

TREE CRUSHER is 95,000-pound prototype machine designed for knocking down and chewing up several acres of unproductive forest in an hour. Purpose is to reclaim land for useful purposes. The 400-hp Diesel-electric giant was developed by R. G. LeTourneau, Inc., of Longview, Texas. The new model is designed for use in this country and is 37 feet long and 12 feet high. The two rollers reduce scrub trees to splinters.

RETRACTABLE eyecups on new 7x 35mm Bushnell Binocular allow 124 per cent more viewing area for eyeglass wearers and make them suitable for sportsmen. They convert instantly for non-eyeglass wearers. The custom-made binocular has fully coated optics. Field-of-view is 404 feet at 1,000 yards. Instrument also has built-in tripod adapter, built-in ultra-violet filters and conical light baffles. The price is $89.50.

FORECAST Music Sphere is Aluminum Co. of America's design for stereophonic high fidelity of tomorrow. It consists of a three-foot aluminum globe mounted on tubular shaft rising from a four-legged stand. Atop the sphere are two speaker cones mounted on the ends of rods that pull upward. The cones can point outward in opposite directions, six feet apart. The front of the enclosure is a sliding shell over the working parts.

FREEZING MILK WITH SOUND

FROZEN half-gallon milk pack will keep 18 months.

FROZEN milk that will stay fresh for 18 months if its temperature is kept below 8° F. has been developed by British scientists. Ultrasonic vibrations—a million cycles per second for five minutes—do the trick. The milk is easily transported in containers of up to one gallon capacity. Hard milk may soon be on the market. •

ULTRASONIC vibrations are key to British freezing of milk. It will be sold in various size cartons.

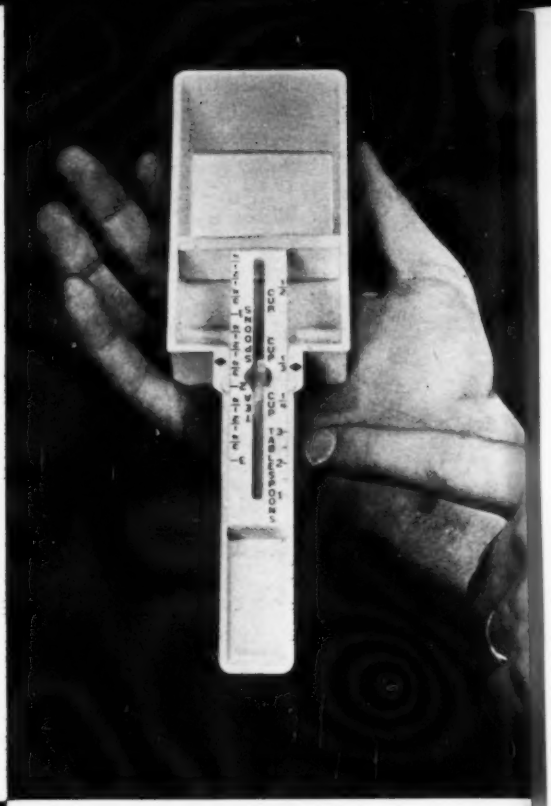
VIBRATED milk goes into deep-freeze. New process may aid underdeveloped countries.

PINT PACK. You simply defrost and drink.

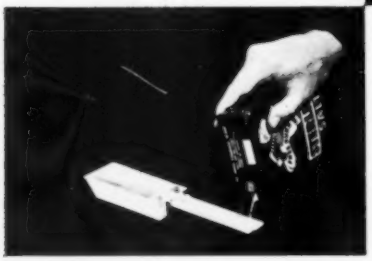
BRIGHT IDEA AWARD MECHANIX ILLUSTRATED

MEASURE METER

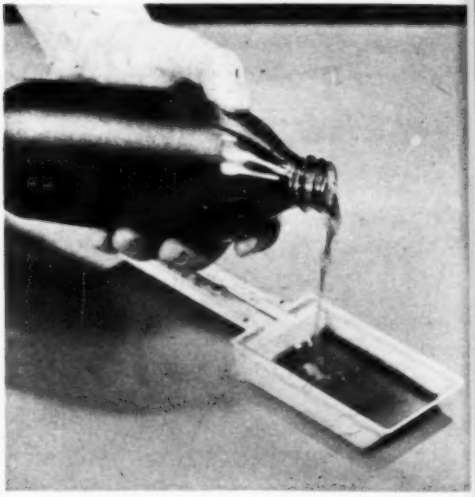
HANDY Measure Meter consists of a scoop and handle. A calibrated, sliding gauge makes it easy to measure precise proportions of teaspoons, tablespoons, cups and fractions thereof. $1. Leisure Industries, 98-10 Ascan Ave., Forest Hills, N. Y. •



PLASTIC Measure Meter has calibrated, sliding scale. The slide is locked at proper graduation.



HANDLE portion of gadget is used for measurement of teaspoons or fractions.



SCOOP portion of Meter is used for tablespoon and cup measurement, solids or heavy liquids.

WIN $50

MI will award $50 each month to the first person who tells us of a new and useful gadget that is patented and in production. Manufacturers are also eligible for this award. Pictures and a description should be sent to Bright Ideas Editor, Mechanix Illustrated, 67 West 44th Street, New York 36, N. Y.

IT'S NEW

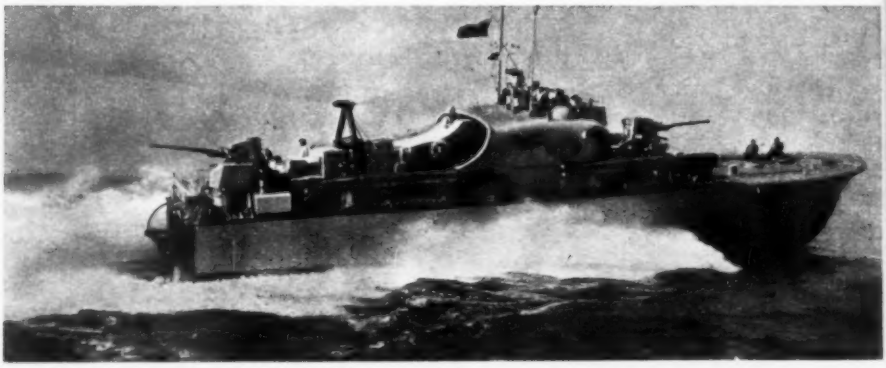
AIR CUSHION SCOOTER that rides on air forced between itself and ground was developed by Princeton University, Army.

JAPANESE SMALL CAR, the Suzulight, comes up from the hold in Brooklyn. Its two-cylinder, two-cycle engine develops 18 hp, gets up to 50 mph, 50 mpg. Price about $1,350.

CONTINUED . . .

TINY RADIO, German, picks up stations in 15-mile radius without antenna, can be worn on ear. Girl holds one with antenna.

HANDY POWER UNIT, German, serves as kitchen mixer, coffee grinder, floor polisher. Primary use is as a vacuum cleaner.



BRITISH TORPEDO BOAT, new tri-engine turbine design, has made better than 50 knots.

NEWTLIKE COPTER can carry passenger unit or utility pod or serve as an aerial crane. British.

24-HOUR CLOCK shows numerals 1-12 in the a.m., numerals 13-24 in the p.m. Dial under face shifts at noon. Made in Germany.

POCKET INTERCOM, entirely wireless, for paging employees of Paris air terminal. The receiver beeps to gain carrier's ear.

CHROMELESS CADILLAC designed by American industrial designer Raymond Loewy and rebodied by French custom shop has no grille, makes sculptor's use of light and shadow.

Hunting and Fishing

OUT OF THE MAILBAG

By Wynn Davis

FOUR of us who like June vacations would like to know where to go for the best (not second best) smallmouth bass fishing in the East. We don't mind traveling if the fishing is worth the mileage but we aren't just going for the ride.

Tom Garrett
Baltimore, Md.

Spednic Lake, Maine, should be the answer to your dream of top smallmouth fishing in June—or any other time. Unlike most Maine lakes, Spednic is wide open to spinning and plug fishing during June. There are big fish too, and fast action. I stay at Wheaton's Camps in Forest City because I like Ruth and Woodie Wheaton and consider Woodie the top guide in the area.

We plan a tour of the U.S.A. this summer. What is the surest guide to the correct baits, lures and flies to use trout fishing anywhere in this country? We're a couple of novices.

Tony Bolgiano
Seattle, Wash.

Your best guide is a good stream thermometer. When the water temperature registers below 50°F, look for trout on the bottom of the deeper holes, in slow currents and undercut banks. They'll be slow to bite. Use worms, minnows or crayfish. Between 50° and 55°, trout are more active and hungrier. Use streamers or wet flies on the bottom, in deep water. Between 55° and 60°, I find trout in shallow riffles and the tails of deep pools, feeding readily at all levels—even on top at times. Use streamers and wet flies. At 60°F trout become very active and many flies hatch. This is when the dry fly anglers have their day. In midsummer, hot water makes the trout sluggish again and sends some downstream to deeper, cooler water, others upstream to the cold springs. Use minnows early in the morning or large, dark wet flies at night, fished on the bottom.

I'm preparing a high school paper on National Forests. Can you tell me how many deer are now living in our National Forests?

Betsy Riggs
Richmond, Va.

My scouts tell me that 3,009,876 deer live in our National Forests. They also swear that they counted every one.

We have just been moved from an Eastern trout paradise to dusty, dry Arizona. Can you tell me where in all this desert we can find worthwhile trout fishing or must I give away my rods?

Stan Gibson
Phoenix, Ariz.

Come now, Stan—Arizona ain't that bad. You should have plenty of exciting trout fishing on the White River, the Black River or the Little Colorado. Other good waters are Tonto Creek, the Horton, Christopher, East Verde, East and West Clear Creeks and a dozen others.

What do you consider the safest outboard boat for fishing three and four in the boat in most lakes around the country?

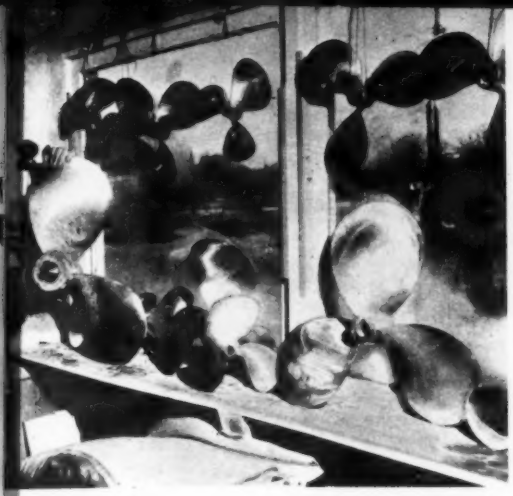
Ray Lancaster
Houston, Tex.

A 16-foot boat with at least 54-inch beam and plenty of freeboard is my idea of the smallest boat for the average novice skipper on any waters larger than a swimming pool. Anything smaller is asking for trouble, especially with four aboard.

I like to hunt rabbits and have bought two wonderful beagle hounds. But they bark whenever I leave home, even for a few minutes, and don't stop till I return. Our neighbors are now calling the police and it looks like we'll have to move to the country or give up our dogs. Is there any hope?

Roggi Soleski
Easton, Pa.

You've got a problem in common with a lot of other readers, according to my mail. Your hounds bark either because they want to be with you or for attention. In either case the only effective method of curing them of this is to rig up a very high pitched electric [Continued on page 187]



DISPLAY of props in Kephart's shop window.

MONEY MAKING IDEA

THE PROP DOCTOR

BEAT-UP boat propellers beat a path to the repair shop and filling station of H. K. Kephart, the Erie, Pa., prop rejuvenator. Kephart's work requires special equipment—alloy steel pitch blocks for reshaping the damaged propeller blades to their proper curves. The pitch blocks are a real investment—their approximate value is $5000 and without them a prop fixer is no more than a well-intentioned metal butcher. To understand the value of a perfectly shaped and balanced prop, hit a blade of your electric fan with a hammer, plug it in and throw the switch.

Kephart is an ex-motor boat racer who combines welding skill with a sympathy for the boatman. He charges $8 for unbending small props, and up to $58 for doing the same for the big 40-inch wheels. Diameter changes, custom pitch-changes and special welding are extra. To reshape a blade Kephart hammers it out on the pitch block with a nylon-head, shot-filled hammer. When he has straightened, welded and ground down a prop Kephart balances it with scientific care on a special tool. Balance and shape are all-important, insuring better motor performance and greater fuel economy for cost-conscious boat owners. •—*Walter Rudolph*

STRAIGHTENING with nylon-head hammer.

BUILDING UP a blade with bronze alloy.

HOW TO SAVE MONEY AT AUCTIONS

BIDS at Post Office auction are cast by catalogue number. Merchandise is not on view.

By Robert G. Beason

A FEW months ago a young magazine writer decided to buy a 35mm camera. He wanted a good one but he couldn't afford to spend much. So he went to the police station.

A Brooklyn housewife yearned for some unusual decorations for her living room. She went to the post office.

Although police houses and post offices aren't usually considered market places, both people got what they wanted. The author paid $18 for a high-quality camera normally priced at $185. The housewife found a set of Haitian bongo drums for only $20.

Police and postal authorities periodically hold public auctions of surplus and left-over merchandise. At them you can find bargains on everything from motor cars to fountain pens. However, few people are aware of the scores of other auctions put on by Uncle Sam as well as private businesses. Since few advertise, you must hunt for auction bargains.

A recent New York Police Department sale, for instance, saw a TV set bid

NOTICE of government auction is displayed in government buildings, gives date, time and place it will be held.

BARGAIN. Smart bidder at auction can make money-saving purchases. Portable TV set, for instance, was $10.

BONGO drums being tested by Robert K. Christenberry, Postmaster of New York, were bought by thrifty wife.

MERCHANDISE is examined by potential buyers the day before the auction. It should be examined very carefully.

in at $7, a motorcycle at $55, several bicycles at $2 each, a 1951 Ford, good enough for a second car, at $47.50. Fur coats, mouton to mink, went for $6 to $140. A wrist watch brought $13.50, a portable radio $10, a movie camera $24, a 1956 station wagon $640.

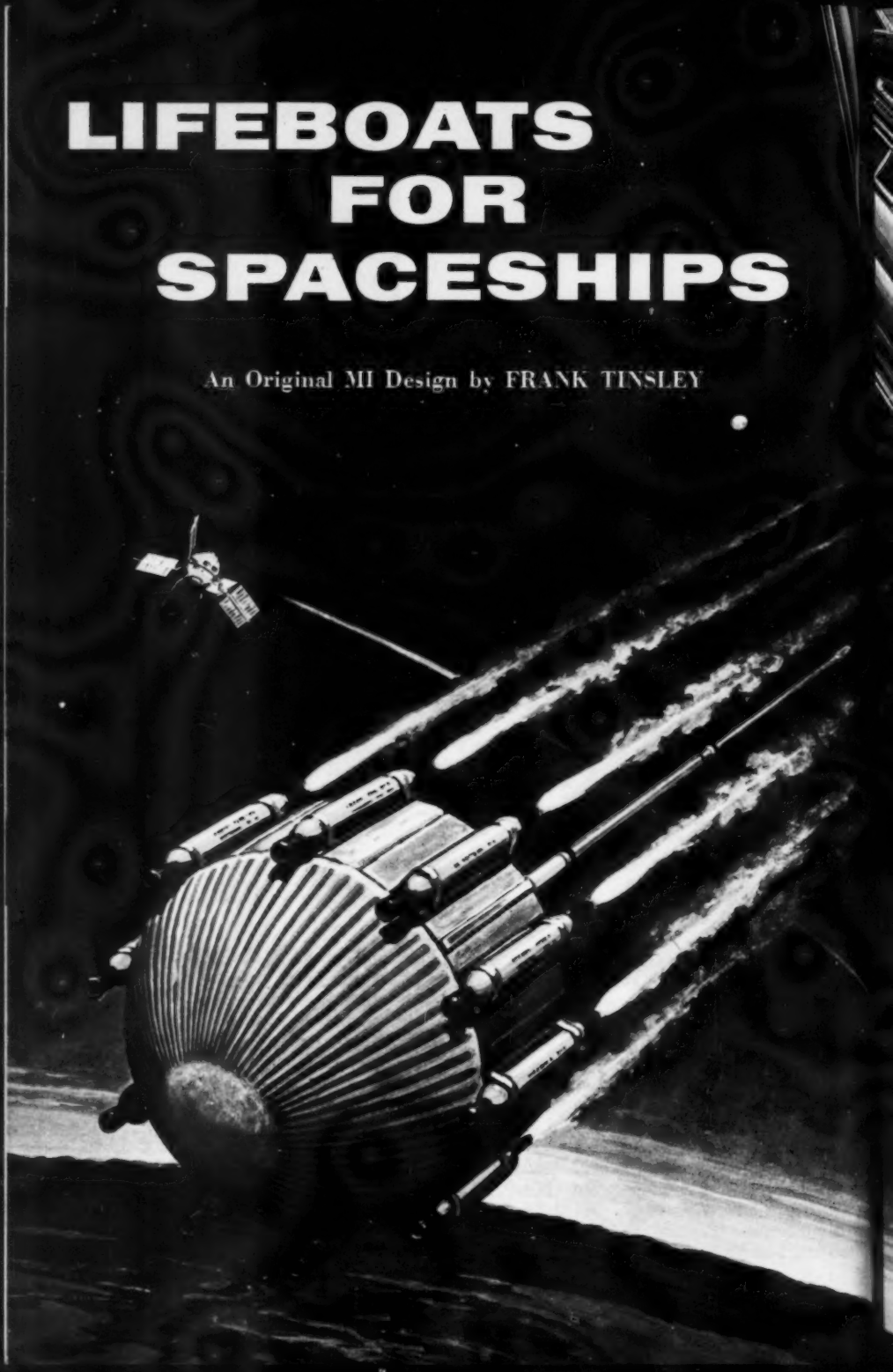
If you know about the postal and police auctions, you're probably also acquainted with Bureau of Customs sales. But lesser known, and less frequent, auctions are run by the General Services Administration, the Internal Revenue Service, city sanitation departments, bus lines, truck lines, some railroads and other government agencies and business firms.

Attending auctions can become a profitable hobby, or even a career. Scores of dealers in used and cut-rate merchandise make a good living by buying low at auction and selling a little higher to a cut-rate store or second-hand emporium. A dealer of some 20 years' experience not long ago bid for 1,500 ballpoint pens at $18 at a post office sale. The next day he sold the pens for three cents each. His profit: $27, or 150 per cent!

New mer- [*Continued on page* 183]

LIFEBOATS FOR SPACESHIPS

An Original MI Design by FRANK TINSLEY



ACCORDING to the most authoritative estimates, the next 20 years will see man venturing to the moon and beyond. By spaceship, space laboratory and satellite wheels, we will explore the cold mysteries of outer space, venturing further and further as rocket boosters become more powerful and control devices more accurate.

One of the greatest dangers facing man in outer space is the problem

METEORITE COLLISION! Future spacemen in a damaged laboratory satellite or spaceship will return to earth safely in this MI-designed escape capsule.

FRANK TINSLEY

of pressure blow-outs and meteorite collisions. So rapidly is the Space Age advancing that it is not too early to consider these dangers and how they may be met.

It seems evident that some means must be devised to save the crews of damaged spaceships and satellites and to return them to earth alive and unharmed. Such a rescue device must provide a self-contained powerplant and control system, an artificial environment, means of solving the problem of re-entry into the earth's atmosphere and a system of "soft" descent to the earth's surface.

All these requirements are met in MI's Lifeboat For Spaceships—an original design based generally on what is now known of the Mercury capsule that will carry America's Astronauts into space.

There would be sufficient space lifeboats built into every large spaceship and satellite wheel to provide for the safe recovery of the entire crew. The escape capsules are designed to meet almost any type of space damage. Consider how they would be adapted to the now-familiar space wheel or satellite laboratory:

Nested snugly in the rim of the space station, each capsule is located at the outer tip of each spoke of the wheel. The capsule's telescopic mast extends to the center of the wheel and forms a fire station-style pole for quick emergency escapes.

After the capsule has been ejected, following a meteorite collision or some other space accident, the mast extends 30 feet, functioning as a stabilizing tail —much like the stick of a Fourth of July rocket.

Nose of the escape capsule is a blunt heat shield, separated from the hull by an insulating air space. The shield is mounted in interlocking sections and disintegrates when jettisoned. The double-walled hull, shaped like a huge coffee tin, is constructed of light metal, stressed to meet launching and landing impact and lined with additional insulation. Twin hatches cut entrance and exit time in half and there is plenty of deck space at the bottom of the ladders.

Eight shock-absorbing "acceleration beds" radiate outward from the center structure and are based on those designed for the Mercury Project. When not in use, their elevated leg rests fold down to increase the central deck space. The perimeter walls of the cabin are lined with lockers containing individual survival gear—clothing, compressed air tanks, food and water supplies. An oxygen mask hangs at the head of each acceleration bed, despite the fact that the capsule is pressurized and air conditioned. The astronauts are trained to wear pressure suits in case of mechanical failure.

The capsule is designed primarily for water landings and is completely seaworthy. An inflated parasol can be mounted atop the mast to provide shade. It also acts as a sail, radar reflector and visual spotting target and can be fitted with solar batteries for auxiliary power.

Radio, flares and smoke signals are carried as well as fishing kits, seasick pills, shark repellant and the other usual survival equipment. A four-foot tubular keel can be lowered from the bottom to steady the capsule in rough seas. Lifelines aid the watch on deck.

This cosmic lifesaver is much more advanced than any space vehicle in existence today. However, the development of million-pound thrust rockets like the Saturn points the way to future manned satellites. The cosmic lifeboat may be the vehicle that will bring them back alive. •

COSMIC LIFEBOAT. 1. Capsule is ejected from space station. 2. Retro rockets slow speed. 3. Empty rockets fall off. 4. Heat shielded re-entry to atmosphere. 5. At safe speed, heat shields drop, parachutes pop. 6. Parachutes fully open. 7. Insulated hull, mast extended. 8. Side, bottom heat shield fall clear. 9. Hatches swing up to form bulwarks on water. 10. Flotation bags inflate, form pontoons. 11. Folding stanchions help support wire life-rails. 12. Lookout platforms fold down, signal flares below. 13. Twin hatches. 14. Mercury type anti-gravity beds. 15. Leg-rests of beds fold down to give more deck area. 16. Individual oxygen tanks, masks, air purifiers. 17. Lockers with survival gear. 18. Lockers with food, etc. 19. Inflated parasol. 20. Retractable boat keel.

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FRANK TINSLEY

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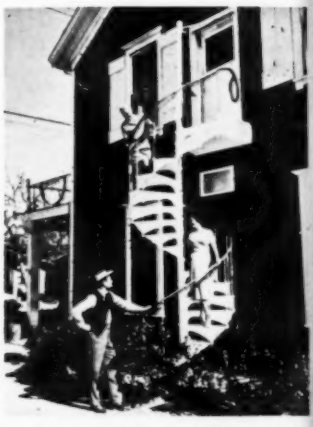
MODEL-PLANE CONTROL PYLON

CONTROLON is an all-metal, scale-model flight pylon that comes with a remote control joystick. The device allows the "pilot" to control the take-off of his craft, perform intricate in-flight maneuvers and land it like an ace fighter pilot while sitting outside the circle of flight. Anchors hold the pylon securely in place at all times. The three-lb. unit is $14.95. Controlon Co., 6913 Sprague Rd., Cleveland. •



NEW USE FOR OLD STAIRCASE

YOU step up to the second floor of the Danville Hotel in Oakland, Calif., on a spiral staircase with a brightly polished railing and a spanking new coat of white paint. The staircase served the venerable Union Bank in Oakland more than half a century. Russ Glenn, proprietor of the Danville Hotel, took the staircase when it was removed from the bank building recently. It looks like a step in the right direction. •

ROOF MADE OF HAIR

HUMAN hair forms the roof of each thatched model cottage that Briton Roye England is building to recreate the village of Wiltshire as it was in the late 1920s. The hair is donated by visitors to Berkshire, where England is a youth hostel warden. •

WORLD'S TINIEST BIKE

TRICK cyclist Rih-Aruso amazes his audiences by riding the smallest bicycle in the world. The tiny machine fits in his hand. It has tires, chain, saddle and racing style handlebars. In the photo above, the Austrian cyclist signals that he is going to make a left turn on a London Street. Says Rih, "It's easy. I can do it with one hand." •

By O. O. Binder

THINGS YOU DIDN'T KNOW ABOUT YOUR MIND

CLAIRVOYANCE is mental television: its possessor sees far distant scenes and happenings.

PSYCHOKINESIS: it seems that those hot crap shooters really can control the dice.

WHILE some of our scientists have been stripping the atom of its secrets and sending monkeys into space, others have been delving into the great mystery of the human brain itself. It would seem that the brain has many powers of which we are not aware. For instance, there is a part of the brain that apparently records every impression received during the conscious life of a human being.

At a recent meeting of the National Academy Of Sciences, Dr. Wilder Penfield of the Montreal Neurological Institute described how he had stimulated an area in the cerebral cortex with tiny electric currents. In the minds of the subjects these stimuli brought on vivid

WHIZ KID from Vermont could figure grains of sand in pail in a few seconds. Mathematician took hours to discover the tike was correct.

images from the past. The effect is much more vivid than ordinary remembering; it is much more like reality.

This is only one instance of scientific investigation of mental phenomena beyond what we ordinarily call "thinking." From a number of reputable sources comes the suggestion that the brain holds valuable secrets, has hidden abilities that may some day prove of great value to us all.

Judging from the present evidence, what we now call psychic phenomena include precognition (ability to foresee the future), telepathy and clairvoyance (sometimes called mind-reading and second sight), psychokinesis (mind-over-matter), lightning calculation, inspiration and mental healing. There may be other strange abilities of which we have no inkling today.

What evidence have we for the existence of these psychic powers? Let us examine each in its turn.

Telepathy. Out of all psychic phenomena, this has perhaps gained the widest acceptance. William James, Sigmund Freud, Sir William Crookes, Albert Einstein and many other brilliant men believed in telepathy. Another was Joseph Conrad who recorded that he was able to think silently of a book he wanted out of his huge library and his wife would get it, without a word spoken. Upton Sinclair carried out extensive telepathic experiments with his wife and wrote a book about them called Mental Radio.

But it remained for Dr. J. B. Rhine of Duke University in his parapsychology researches to gain scientific recognition for ESP—Extra-Sensory Perception. His aides "transmitted" five standard symbols in a deck of 25 ESP cards to each other. Out of 85,000 trials, the [*Continued on page* 181]

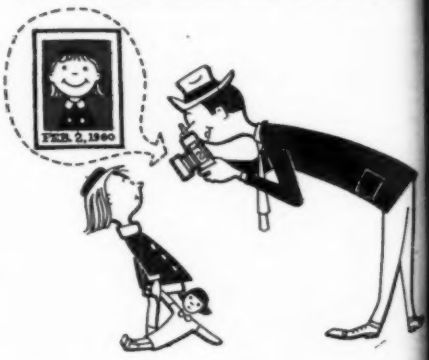
TELEPATHY—sending and receiving thoughts—is a widely accepted fact.

GREASE GUN powered by CO_2 cartridge would require only that trigger be pulled to eject grease. L. Garland, Muskogee, Okla.

DRESSER with drawers which would easily convert to suitcases with a slip-on hinged top. Thomas Trotter, San Diego, Calif.

INVENTIONS WANTED!

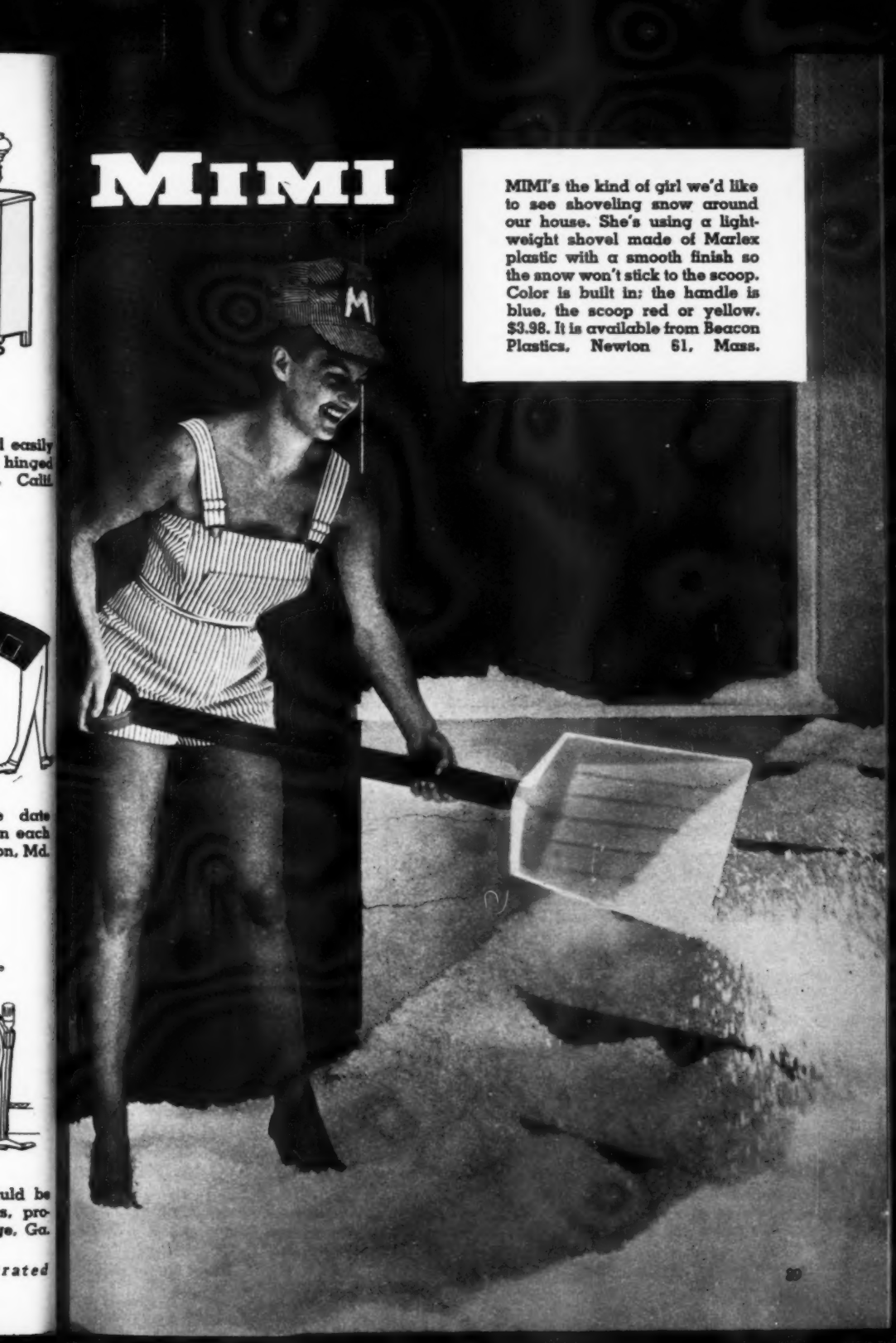
Is there a gadget you think should be invented? If so, send its description to Inventions Wanted Editor, MECHANIX ILLUSTRATED, 67 West 44 St., N.Y. 36, N.Y. Each one printed will be awarded $5.



CAMERA with built-in, adjustable date recorder to mark month, day, year on each photograph. Mrs. Robert Riggs, Towson, Md.

STAPLER that would quickly fasten buttons when repairs are needed, including reinforcing tab. Mrs. John C. Cosh, Sussex, N. J.

YARDSTICK with its own level would be a handy device for do-it-yourselfers, professionals, etc. L. S. Cobb, Bainbridge, Ga.


MIMI
MIMI's the kind of girl we'd like to see shoveling snow around our house. She's using a lightweight shovel made of Marlex plastic with a smooth finish so the snow won't stick to the scoop. Color is built in: the handle is blue, the scoop red or yellow. $3.98. It is available from Beacon Plastics, Newton 61, Mass.

the '60 PONTIAC

LOADED for boar. Tom gave Safari a tough test on a hunt in Great Smoky mountains.

It "handles like a polo pony and steers like a feather," says Tom of this swift luxury wagon.

By Tom McCahill

THE very best way to test any car is to live with it: use it for everyday chores, boot it real hard on a long trip over turnpikes and snarly, fifth-rate roads, even ford a stream or two, if possible.

This is the type of test I just gave the 1960 Pontiac Bonneville Safari station wagon, loaded with more extras than a C.B. DeMille Memorial Reunion.

Dave Hasinger, an old pal and hunting companion of mine, had been yaking for some time about going to the Great Smokies on

PONTIAC'S redesigned grille is not as distinctive as the '59 version, reports Tom.

TEST CAR SPECS

MODEL TESTED: **1960 Pontiac Bonneville Safari Station Wagon.**
ENGINE: **V8** cyls; **389** cubic ins; **348** brake hp; **430** ft-lbs max torque; **10.75** to 1 compression ratio. Bore **4.06** ins; stroke **3.75** ins. Fuel required: **Premium.** Standard axle ratio: **3.23.** Wheelbase **122** ins; length **213.7** ins; height **56.8** ins; width **80.7** ins; front tread **64** ins; rear tread **64** ins. Weight **4,460** lbs. Gas tank capacity **23** gals. Turning circle diameter **43.9** ft. Tire size **8.50X14.**
PRICE (without optionals): **$3,848.45**
PERFORMANCE: **0-30** mph, **3.2** secs; **0-50** mph, **6.2** secs; **0-60** mph, **8.2** secs; **0-70** mph, **12** secs; **40-60** mph, **3.9** secs. Top speed **120-plus** mph.

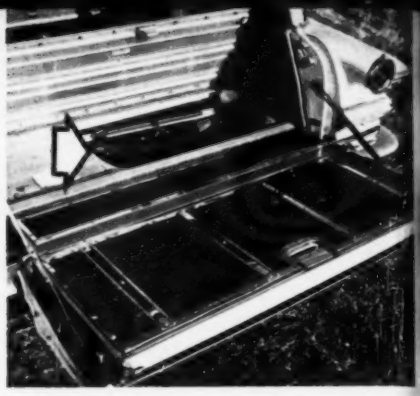
a Prussian wild boar hunt. I knew as much about Prussian wild boars as a newly-born chipmunk and I couldn't have been less interested. But this looked like the chance to try out the Safari on the American version of the word so early one cold morning we took off. We packed elephant guns, pistols, cold weather clothes and emergency fluids (in case we were bitten by the natives) and headed for the Joyce Kilmer Memorial Forest on the southeast edge of the Great Smokies National Park in North Carolina. (The name "Joyce Kilmer" Memorial Forest had some meaning for me as the Great Poet once tanned my posterior for hanging one on his son's kisser at the ripe old age of about nine.)

The road into the Blue Boar Lodge looked like a re-run of the Argonne Forest, on edge, and the Pontiac's fast steering grooved the hairpin dirt turns (that at times were only a car's width wide) like a kid's bottom on a playground slide. Some of the drops, if you miscalculated, would have been several hundred feet straight down. I'm glad we made our initial runs at night so we couldn't see what was over the cliff.

Another group of pals from Philadelphia was waiting for us and the next morning the Pontiac, loaded with equipment, Jim McMichael, myself, Dave Hasinger and Doctor Carl Jonas (a 200-pounder) started off for the mountain trails where the blue boar, imported from Germany over 60 years ago, reputedly thrive like poppies on a defunct grave. We forded several streams of heavily rushing water and then started a long climb up a rock path that had

BIG, comfortable and agile Pontiac Safari station wagon sports a 122-inch wheelbase.

MAGI-CRUISE (arrow) keeps throttle set at pre-determined position and conserves fuel.



SPARE tire (arrow) is neatly tucked under floor panel at the rear end of the wagon.

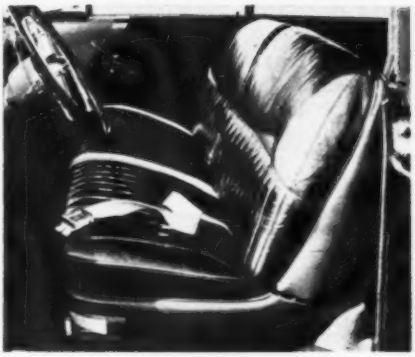
DOME light is new, has small spot that can be directed to any part of the interior.

ROOF RACK is handy for carrying Granny's saddle, polo sticks and equipment trunks.

Hasinger and Jonas in the back screaming because their feet were being bounced off the floor. Actually rocks were hitting the floorboard under the back seat so hard that they made dozens of dents that will never be removed.

The clearance on this Pontiac is far from exceptional but the underside was rugged and now looks as if some wit had been lobbing hand grenades under the wheels. There are dozens of dents and scars on the crankcase, transmission housing, rear axle and the frame members themselves. If Pete Estes, Pontiac's Chief Engineer who has charge of knitting these things together, could have seen us, I think his eyes would have bugged right out to his lower vest button. Here was the most deluxe station wagon Pontiac makes, loaded with everything from air conditioning and power seats to power windows—a real creampuff—doing work that would have a Jeep puffing and yelling for a winch. Frankly, I had not planned a test quite this rugged, because we stood an excellent chance of taking a long hike home if one of those rocks had sprung a leak in the crankcase or ripped out the transmission.

After two days of this, our pack of dogs stumbled onto a boar. A quick shot in the back of the head after a rugged chase and the hunt was over. There was no phone at the lodge but a messenger [*Continued on page* 176]



LEATHER upholstery, like the body paint, is in new condition after six years of use.

ENGINE hadn't burned over a pint of oil between changes at 3,000-mile intervals.

TOM in '53 Lincoln he sold to T. S. Harris, right. Car can still top 110 mph easily.

ONE snowy night in early January about seven years ago, I took delivery of a brand-new Lincoln Capri and headed from Dearborn, Mich. to Florida. This was no ordinary Lincoln but a "Mexican" Lincoln—same as the ones that won the Mexican Road Race. The valves had solid lifters, for example (which some Michigan lunatics said "won't stand up"). The suspension was heavy-duty export-type and the upholstery was all magnificent leather. The engine building was personally supervised by Vic Raviolo, Ford's chief engine man.

It was as masculine a sedan as ever built in this country. Here was rugged, functional machinery without power steering, electric windows or air conditioning—strictly a "go machine" built for me to be used in the Daytona Beach Speed Trials. It did have one weakness, the only one I ever found in the car: the lube point of the bushing at the rear of the generator was so hard to reach, even when the engine was cold, that it rarely received any lubrication.

This generator bushing let me down just as I entered the trap on my downwind official [*Continued on page* 190]

McCAHILL TESTS

THE DODGE DART

"A red-hot threat to the Big Three leaders" says Tom of this all-new, highly roadable rig.

By Tom McCahill

THE Dart is an entirely new American automobile. In some models it utilizes the power plants of its big brother, the full-blown Dodge, but in the economy version the car is original even to a freshly-born six-cylinder engine which it will share with Plymouth. It is installed at a 30-degree angle from dead center, similar to the Valiant and Plymouth Six engine mountings—a practice used by Studebaker at Indianapolis more than a quarter-century ago and also by that most famous of all Kraut buckets, Mercedes-Benz. In addition, the Dart employs Unibody construction and is vat-dipped in a series of pickling solutions to stave off rust and corrosion.

According to the publicity releases, the new Dodge Dart "is the first car in 31 years to enter an entire new line of automobiles into the low-priced American field." Well, maybe so—if you have forgotten such names as the 1960 Falcon, Corvair or Valiant and the somewhat older Rambler and Lark. The publicity boys will undoubtedly argue these other cars are all compact jobs whereas the new Dart is on a 118-inch wheelbase, which is almost as big as today's Chevrolet, Ford and Plymouth.

However, let's ignore the "first" claims and take a look at the Dart for what it really is. It is a red-hot threat to the Big Three leaders. The Dart is not likely to blast Chevy, Ford or Plymouth from their present positions in the industry. But, as they say in Costello's Third Avenue saloon, the Dart could very well "whip a lot of froth off the head of the beer." Where it will rank in the industry a year from now depends on a lot of factors such as strikes, sales outlets and, most im-

SPEEDOMETER is mounted high, is easy to read. Wheel does not block view of dash.

portant of all, public acceptance.

Back in the '20's before Plymouth got off the rock, Dodge was comfortably nestled for many years in the Number Three slot later held by Plymouth. The chances of dislodging Plymouth from its current perch during this model year are about as likely as a blizzard at the Panama Canal but the Dart may cut deeply into Plymouth's sales because of its unique size. It might be described as a giant compact car, or a compact Big Three car. It is about an inch shorter than Plymouth in overall length and several inches scantier than Ford. Overall height of 54.8 inches and the interior dimensions of 34.5 inches headroom and 63 inches of tailroom make it a big car on the inside.

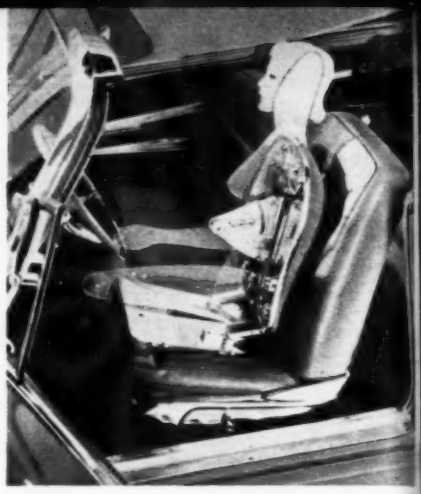
On the road, due to its size, the Dart is effortless to drive. When coupled with the optional big Dodge D-500 engine displacing 383 cubic inches and two four-barrel carburetors, it should be able to chew around a race course with enough stuff to turn the humidity into steam. When I tested the Dart at the Chrysler Proving Grounds my test car was the 318-cubic-inch small V8 Phoenix model with a four-barrel carburetor. This job also can be had with a two-barrel carburetor for slightly more

DART roadability, handling are first-rate due to torsion-bar suspension.

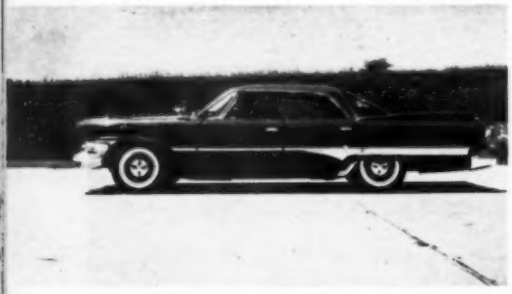
HOOD of chrome surrounds taillights: "Dart" is emblazoned on rear fenders.

economy. With this comparatively small mill, it banged out 0-60 mph in 9.8 seconds and 0-30 mph in 3.9 seconds. So you won't need the imagination of Jules Verne to figure out that with the big 383-cubic-inch stroker and two four-barrel carburetors, plus higher compression ratio, a Dart should make a helluva ridge runner for the moonshine boys.

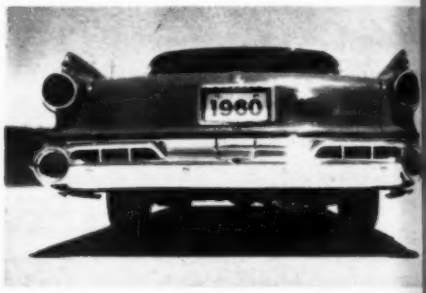
The interior is loaded with a lot of nice little goodies including a foam rubber headlining to cradle your cranium if you do any driving upside down. The legroom both in front and back is on the comfortable side. Our car also had a pie-plate clock right off a rocket's instrument panel. Even the speedometer had a look- [*Continued on page* 179]



PLASTIC people aided in seat design. Tom says legroom is on the comfortable side.



STYLING of the 118-inch wheelbase Dart is trim and attractive, in McCahill's opinion.



REAR END features gas tank filler cap in the bumper, neatly recessed backup lights.

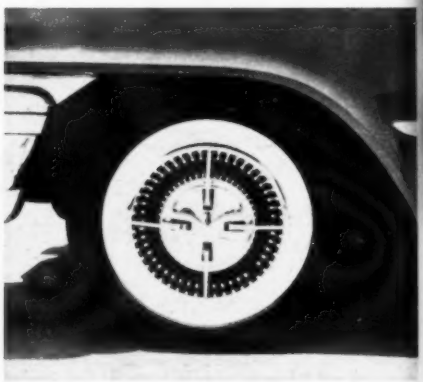
TEST CAR SPECS

MODEL TESTED: **1960 Dart Phoenix four-door hardtop**

ENGINE: **V8** cyls; **318** cubic ins; **255** brake hp; **345** ft-lbs max torque; **9** to **1** compression ratio. Bore **3.91** ins; stroke **3.31** ins. Fuel required: **Regular.** Standard axle ratio: **2.93.** Wheelbase **118** ins; length **208.6** ins; height **54.8** ins; width **78** ins; front tread **61.5** ins; rear tread **60.2** ins. Weight **3,555** lbs. Gas tank capacity **20** gals. Turning circle diameter **45.2** ft. Tire size **7.50X14.**

PRICE (without optionals): **$2,602**

PERFORMANCE: **0-30** mph, **3.9** secs; **0-50** mph, **7.4** secs; **0-60** mph, **9.8** secs; **0-70** mph, **13** secs; **40-60** mph, **5** secs. Top speed **110**-plus mph. All times recorded on corrected speedometer.

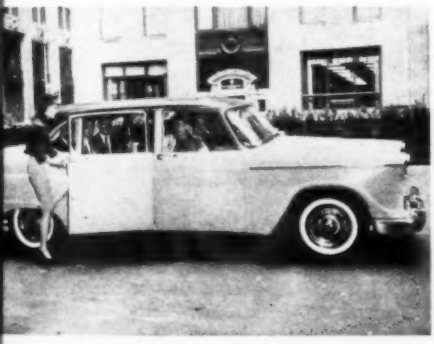


DODGE DART comes with 7.50x14-inch tires but you can order optional 8.00x14 shoes.

Now See This!

COMMUTER'S HELICOPTER with a cruising speed of 60 mph is the new product of Bensen Aircraft Corp. of Raleigh-Durham Airport, which serves the friendly cities of Raleigh, N. C., and Durham, N. C. President Igor Bensen says the Little Zipster (not Zipper) will sell for $6,995. Kits will sell at prices from $980 to $4,500, depending on degree of completion. Mill: 60-hp Merc.

TEACHING MACHINE introduced by West-Design, a division of U. S. Industries, Inc., is shown here tutoring an industrial technician in certain aspects of his work. On the screen appear images of parts: selecting certain of the images in answer to questions on the page in front of him is how the student does his work. This method tests and tutors, records time used and mistakes.

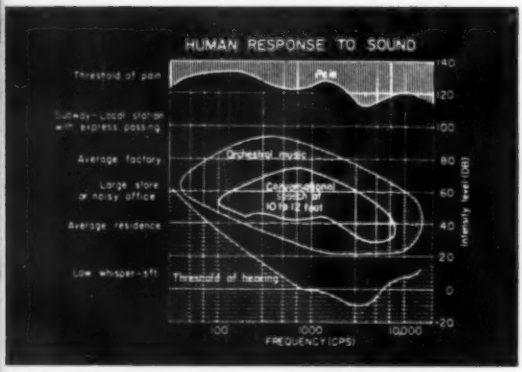


EIGHT-PASSENGER CAR made by Checker Motor, maker of Checker Taxicabs, is just 199½ inches long, about ten inches shorter than the average American car. Yet if you will count the guys and dolls you will see that there will be eight people manning the seats in half a mo, counting two jump seats. It has a six-cylinder Continental motor. $2,540.

WORLD'S "CHEAPEST CAR" will be the English Ford Popular, which will sell for about $975. Aimed at the European market, it is essentially an economy version of the two-door Ford Anglia. It has a four-cylinder mill that gets up 36 hp; it has also four seats, a top speed of 70 mph, a cruising speed of 60 mph while making a big 32 mpg.

RCA SOUND ABSORBER detects oncoming sound waves, sends out its own to "cancel" them.

AMERICA'S BIGGEST RACKET



INTENSITY LEVELS of sound are rated in decibels. At around 130 they cause pain.

Photo from New York University Engineering Research Review

By Lester David

NOISE can deafen you. It can knock down skyscrapers. The latest word, from the Los Angeles firm James Lansing Sound, Inc., is that they now have a noise that will not only kill you but actually homogenize you, like a super-scrambled egg or a jar of skin cream. This noise is for testing electronic widgets and will never be used in anger, say its makers, but it shows what noise can do.

But we needn't wait to be destroyed

by a sound weapon of the future. The din of modern life is claiming its toll right now.

Injuries by sound fall roughly into two categories. There's the indirect injury; Johnny yells "Boo!" and little Mary falls and bumps her head. And there's the type of injury mentioned above: sound doing direct physical damage to human tissues.

The indirect type of sound injury is as dangerous as it is common. Here are examples from real life:

A man hurried from his job at a factory to his car. As he drove out of the lot his hands were trembling, his forehead was cold and sweaty. Usually he sat in his car 15 minutes before driving off—to let the effect of seven hours of factory noise wear off. But that day he wanted to get to a store before it closed. Two blocks away he shot through a red light into a truck. He ended up in the hospital with a broken back.

The blast of a car horn behind him rattled a young cyclist in an Ohio city, making him swerve into an oncoming car. He was killed.

A secretary in a business office was carrying a pot of boiling water to her desk to make instant coffee when the noise of the building going up next door—it had been going on all day—got to her. "That damn noise!" she snapped, and made a gesture of exasperation that sent scalding liquid down the neck of a young stenographer.

Noise around homes leads to many accidents. A housewife, dazed by the roar of planes and trucks, gave her baby a spoonful of Grandma's medicine. Only a timely trip to the hospital saved the youngster. A noise expert, commenting on this incident, told me that in areas where noise abatement programs are instituted, accidents take a sudden drop.

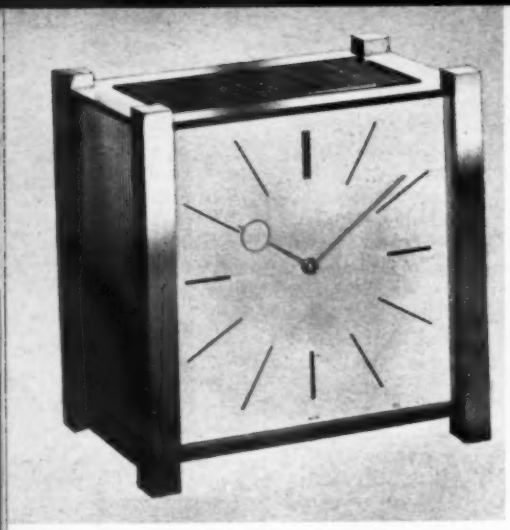
A few years ago Memphis, Tenn., was a shrill, loud city—a bedlam of horns, exhausts, juke boxes, radios. Then a municipal noise abatement drive shushed the metropolis to the point where Memphis can call herself America's quietest city. The year before the campaign started, 36 died and 1,029 were hurt in traffic accidents. After 12 months of anti-noise action, the number of deaths dropped to 16, injuries to 855.

The other type of noise injury—the immediate harm done to the human organism by sound waves—becomes more and more [*Continued on page* 188]

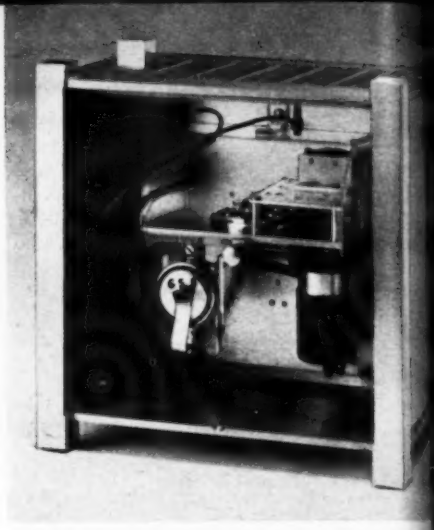
SOUND-TESTING a power transformer in echoless room: a GE program to cut noise.

NOISE METER used in plants to get decibel readings helps engineers to lower noise.

Mine Safety Appliances Co., Pittsburgh, Pa.



FRONT VIEW of solar clock. It can store enough energy to run a year in darkness.



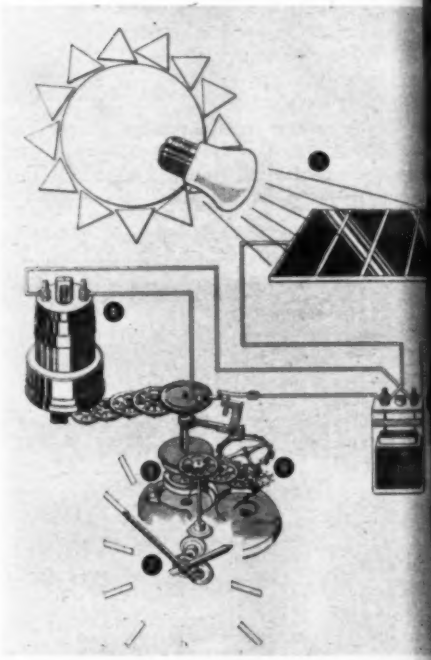
BACK VIEW shows small mechanism. The clock is also made in an ornate version.

CLOCK THAT RUNS ON LIGHT

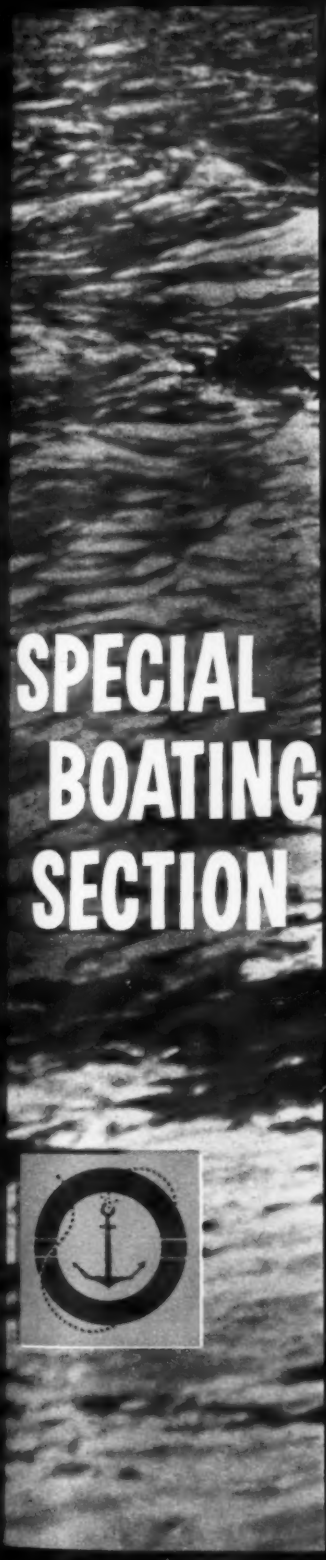
THE closest thing to practical perpetual motion is this solar-powered clock devised by watchmakers in Geneva. Using three different energy systems, the clock can operate on only four hours of dim light per day (natural or artificial) but has a battery that can store up enough energy to run the clock for a year in total darkness!

Light falls on photo-electric cells and is transformed into electrical energy, charging a micro-accumulator (battery) capable of driving a very small motor. The motor rewinds the spring of a normal clock movement. Thus light energy becomes electrical energy which becomes mechanical energy.

Key to the whole device is the tiny micro-motor—a Swiss-made marvel that weighs only 2.65 ounces but can develop a force of 20 microwatts. •



HOW IT WORKS: Light (1) falls on photo-electric cells (2) which convert it to electricity, storing the battery (3). A small electric motor (4) winds a barrel spring (5) which in turn works the clock movement (6). Hands are turned by normal gears (7).



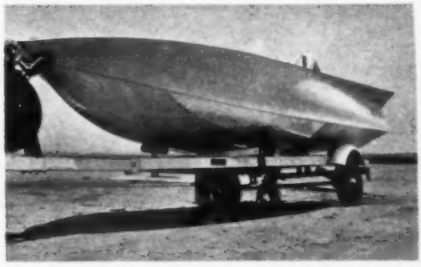
Family Racer

JET STAR will top 60 mph with 70-hp outboard engine, is roomy enough for family.

JET STAR is a family racer that was officially clocked at 62.88 mph using a 70-hp Mercury engine over a standing-start quarter-mile. The fast new boat has the three-point hull of a racing hydroplane yet is roomy and comfortable enough for a family. Patents are pending on the craft.

The sleek all-fiber glass boat has just three contacts with the water—a small area of the stern and the trailing edges of the sponsons, hull-like projections at each side of the bottom.

Jet Star corners best at full throttle and bites into turns with barely any slide-slipping. It comes in 15, 16 and 17-foot lengths. The 15-footer is 440 pounds. Prices start at $895. Anthony Power Craft, Southgate, Calif. •



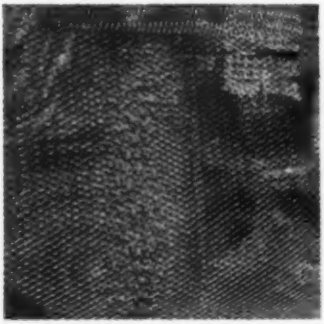
THREE-POINT hull bottom is incorporated in design—stern and two bottom sponsons.

CONTINUED . . .

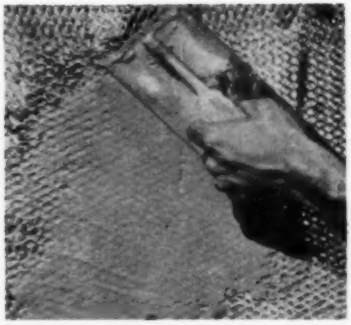
CEMENT RUNABOUT

The plans for this boat start: "Take five bags of cement . . ." But surprisingly it floats and handles well at gentle speeds.

BOAT FRAME is flexible conduit tubing fastened to three layers of shaped galvanized screening.

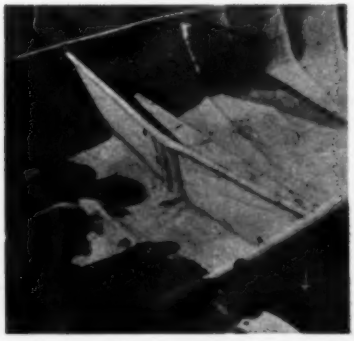


CONCRETE, with densifier and waterproofing added, is pressed through screening from inside.



SMOOTHING of concrete on outside fills in the mesh completely and gives the final shape to the hull.

TRANSOM is made with heavier tubing and four layers of mesh screen. Note reinforcing knee.

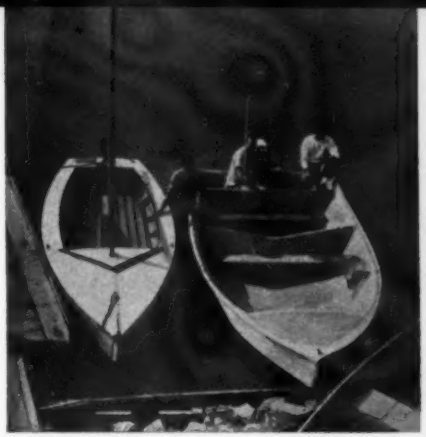


SEAT BACK is actually watertight bulkhead. The boat has three compartments for added safety afloat.

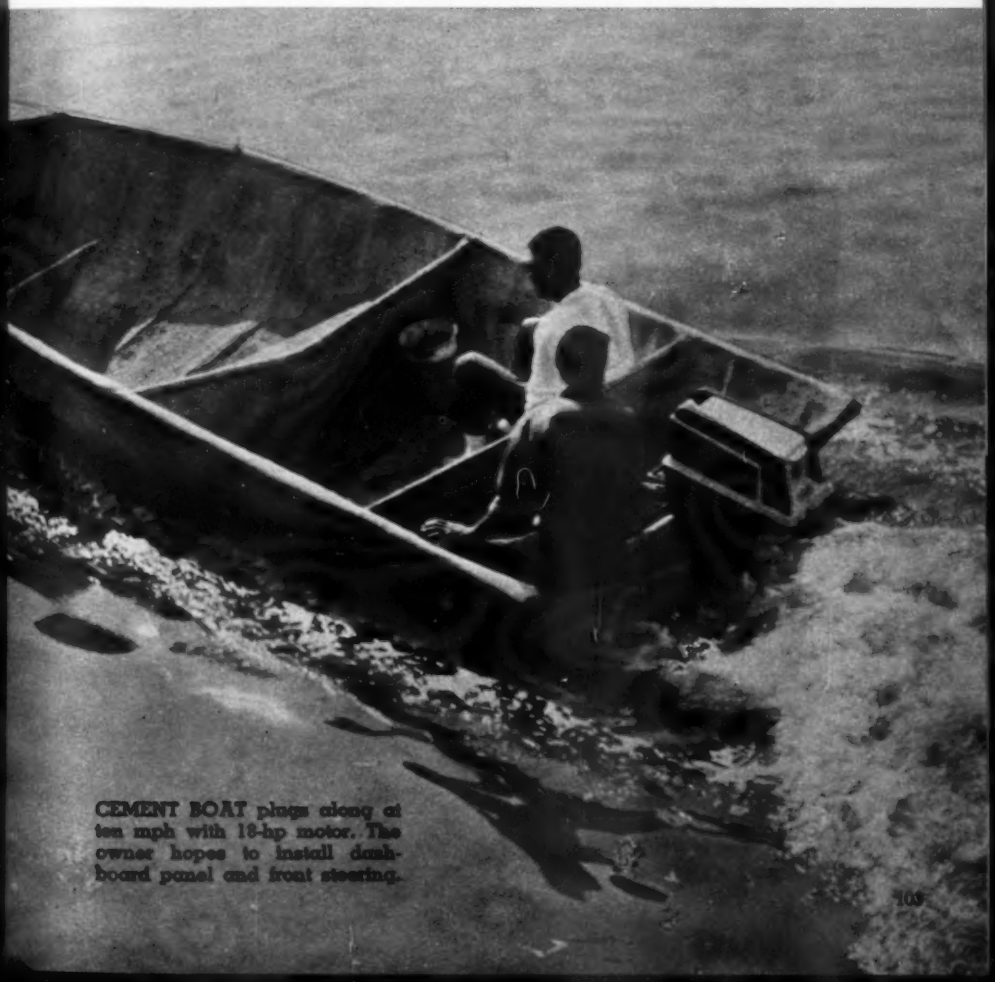
THEY laughed when Dominick Luca launched his cement boat in the Passaic River but when the 15-ft., 1000-lb. runabout chugged along at a modest ten mph, snickers turned to admiring chuckles.

Luca, a building contractor of Paterson, N. J., heard how cement boats were built during the World War II emergency, thought he'd try it himself.

Frame of the boat is made of electricians' flexible conduit tubing. A hull of three layers of galvanized screening is shaped, then concrete is forced through from the inside and smoothed over on the outside of the mesh. A coat of waterproof paint completes this slow but sturdy craft. •



BEAM is seven ft.; length is 15 ft. The boat draws ten inches of water. Hull is finished with a white waterproof paint.



CEMENT BOAT plugs along at ten mph with 18-hp motor. The owner hopes to install dashboard panel and front steering.

LOW CLEARANCE doesn't faze the driver who's toting a Totem Boat atop his wagon.

UNFOLDING takes five minutes—and turns the kit into a stable, maneuverable boat.

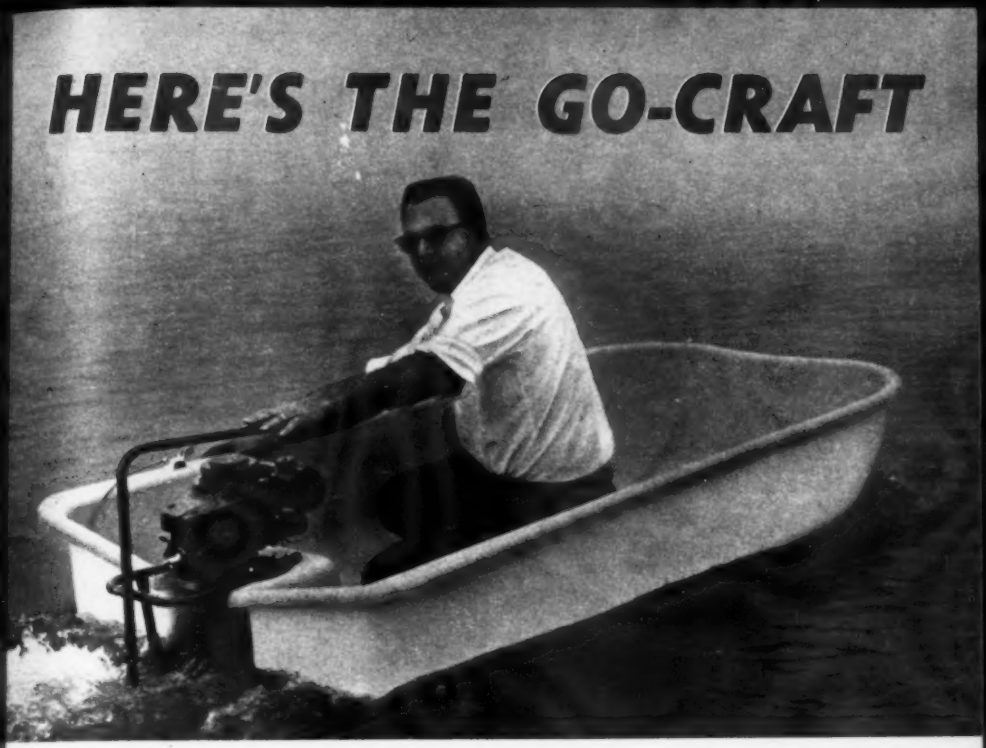
FOLDING CARTOP BOAT

THE Totem foldable boat is made of sturdy marine plywood with leak-proof seams of nylon-neoprene vulcanized to the plywood and riveted at all joints. Totem comes in three models: eight-ft. Scout—$250; eight-ft. Hunter—$260; 12-ft. Trailblazer—$300. Trailblazer can take a 25-hp motor; others stick to ten hp. Totem Boats, 235 15th St., San Francisco 3, Calif. •

FULLY-SHAPED HULL combined with foldability is the boat's big patented feature.

DRY RIDE is insured by nylon-neoprene seams, high freeboard.

HERE'S THE GO-CRAFT



POWERED BATHTUB will do 13 knots, throttles down to a whispering low speed for trolling.

FROM the moment they start spraying the glass-fiber-flock-and-resin mixture into the mold, until they pull the finished hull, it takes one hour to make a Go-Craft. Put the little 2.5 hp lawn mower-type motor on it and you have a light and useful fishing boat. My-On Products, 407 Commercial Center, Beverly Hills, Calif., makes the Go-Craft. Cost: about $150. •

SPRAYING fiber and resin mixture into the mold.

REVVING motor out of water is OK; not so with outboards.

65 POUNDS with motor is the ticket for solo jaunts.

HOMEMADE STEAMER

This 33-ft. cabin cruiser took five years to make—and no plans or blueprints were used!

THE TRIJON steams along proudly in Hempstead Harbor, Long Island. Total cost: about $5000.

AMERICA'S tiny fleet of privately owned steam cruisers was increased by one recently with the launching of the Trijon in Glen Cove Creek, Long Island.

Trijon was fashioned completely by hand by John A. Nernoff, a 76-year-old steam engineer, without benefit of plans or blueprints. The boat was built in the backyard of Mr. Nernoff's home in Glen Head and took about five years of spare-time work and $5000 to complete.

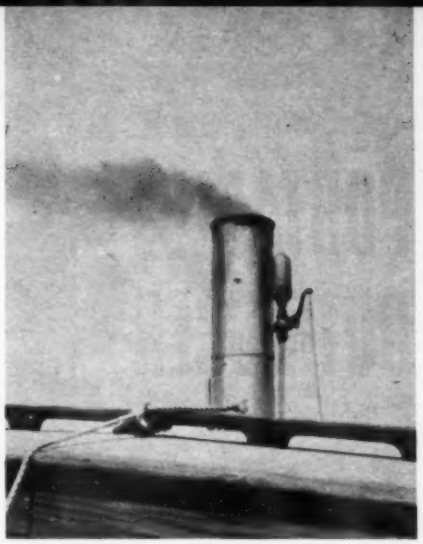
The cabin cruiser is 33 ft. long with a beam of ten ft. six in. An upright boiler burns five lbs. of soft coal per mile to generate 450 lbs. of pressure, operating a 1913 marine compound engine salvaged from the first boat Mr. Nernoff

built, in 1915. Trijon is capable of cruising 200 miles on a single coaling.

The seven-ton craft is made of teak, mahogany and white cedar, trimmed with chrome. It is a handsome addition to America's growing fleet of privately-owned steam launches. •

CAPTAIN NERNOFF at the wheel. The 76-year-old engineer built boat and boiler.

STEAM BOILER generates 450 lbs. pressure to run this 1913 marine compound engine.



STEAM WHISTLE toots merrily to signal Trijon's approach. Boat can do six knots.

SOFT COAL is carried in bunker beneath the deck. Trijon uses five lbs. per mile.

STOKING UP. Captain Nernoff figures the boat can do 200 miles on single fueling.

PORTABLE OUTRIGGER

OUTRIGGER and hull are filled with special foam which gives additional buoyancy to this new boat.

PORTABLE canoe can be transported to water on car roof. Assembly of the craft takes 20 minutes.

HULL, outrigger and mast of this portable new canoe can be transported on a car roof. The 200-pound, fiberglass craft is designed for ocean and inland waterways. It will carry up to eight passengers and travel 15 knots with its wind-filled sails. •

IAKUS are lashed to 13-foot outrigger with cotton cord. The iakus connect the hull to the outrigger.

IAKUS are bolted to gunnels of 16-ft. craft. Emig Boat Works of Costa Mesa, Calif.

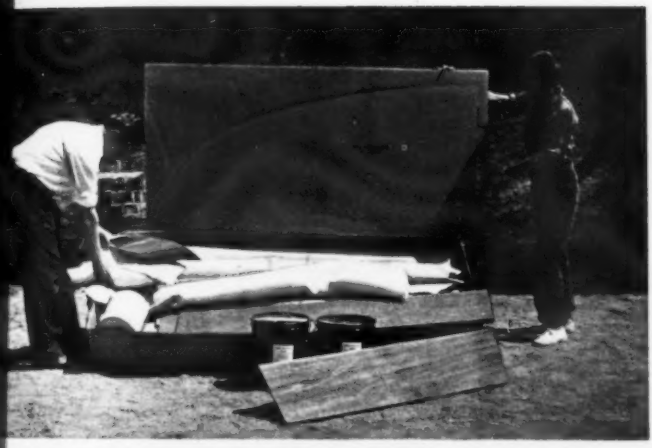
MAST goes up. Hiking boards are seats, aid in balancing.

COVER STORY

Revolutionary "SOCK BOAT"

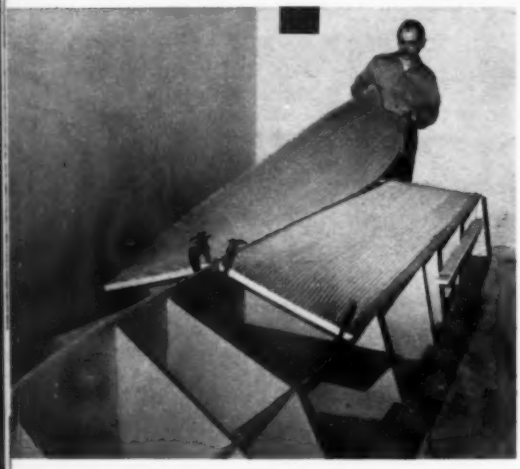
HERE is the do-it-yourself glass fiber boat that people have been dreaming of. The Sock Boat is so called because you start it by pulling a big "sock" of cotton jersey over a die-cut corrugated paper framework. When stretched over the framework the sock takes on the curves of a well-designed boat hull. Then the cloth is resined and allowed to cure to a drumhead firmness; on top of this go three layers of glass fiber.

The Sock Boat is literally built backwards. The decks, gunwales and coamings are glued in place before the hull



THE KIT contains all the makings of a top-performance outboard runabout. The Sock Boat Corporation of Cold Spring Harbor, Long Island, N. Y., is the owner of the patent on the process by which rank amateurs start by opening the box and within the week can be out on the water in their boat.

DIE-CUT FRAMEWORK of corrugated paper goes into place. Carton forms working base.

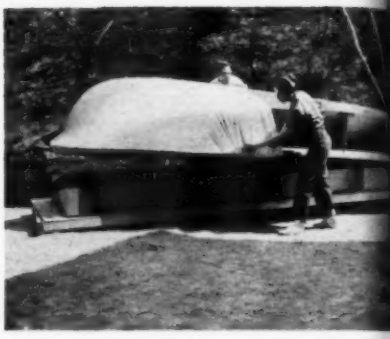


HONEYCOMB sections, like those used in planes, give hull great structural strength.

is built. The floor and mahogany seats go in place before the sock is drawn on. When the hull is finished and the corrugated framework torn out, nothing remains but to install the steering wheel and the hardware—and to send out for a demi-bottle of domestic champagne. For a name you can go dynamic, like *Zowie!* Or perhaps sentimental, like *Myrtgus.*

The Sock Boat shown here is 15 feet,

DECK FIRST is the rule for this new w to build a boat. Deck is mahogany vene



SOCK goes on after the honeycomb pan (photo at left) have been glued in pla

four inches long, has a 62½-inch beam 18½-inch freeboard, 45-inch deck. Th kit it comes in costs $395 f.o.b. Col Spring Harbor, N. Y., and it include the framework, sock, shaped tran som, mahogany seats, decks, gunwales dashboard, coamings, gunwale rub rail steering wheel, 52-inch wraparound windshield. And enough glass fiber resin, catalyst and white hull pigmen premixed in resin to carry out th instructions in the instruction book. Besides the 15-footer, Sock Boat ha dinghy kits. The smallest, six and one-half feet long, costs $90. It needs little gift for prophecy to foresee many types of boats being built this way in the future. Sock Boat has done something big to boating; to the disgust of the old-time highly skilled boatbuilder, perhaps, it has made high-performance hull-building possible for the rankest amateur. •

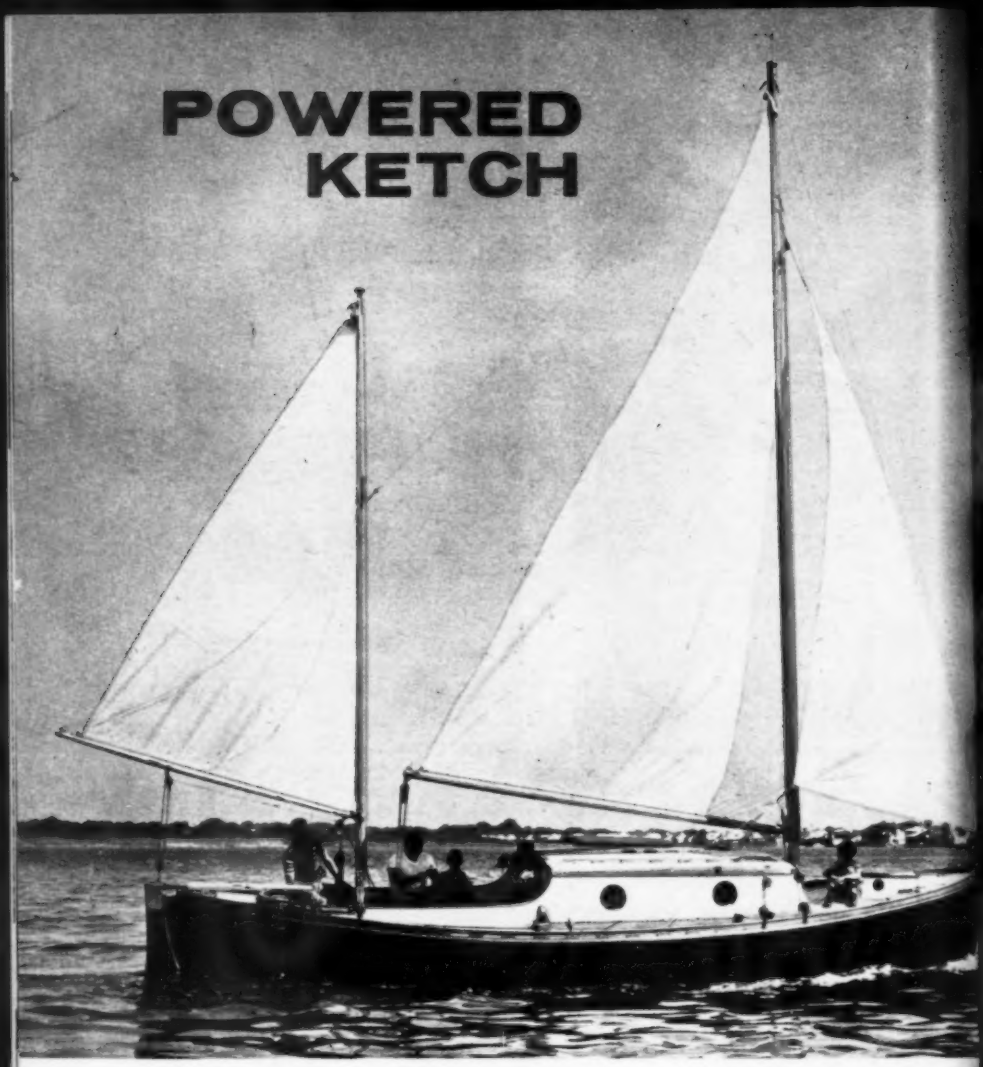
RESIN is smoothed into the glass fiber cloth, which goes on over hardened sock.

TRIMMING excess material from gunwales. Final coat of resin gives permanent color.

LAST STEP (except for installing the hardware) is tearing out die-cut framework.

BON VOYAGE! The quickly, easily built Sock will give years of truly trouble-free boating fun.

POWERED KETCH



"SELL it!" That's the blunt advice Morris Nepo got from a naval architect after he had shelled out $150 for an old 30-ft. Navy whaleboat. But Nepo, a long-time model sailboat builder, went to work instead.

He got plans for a ketch from the Navy, then built a model of his boat-to-be. He ripped out the cheese-box cabin and built one of his own design. He built a cockpit, bridge deck, forward hatch and virtually everything else that went into his craft, including masts, deadeyes, pulleys—and ship's bell!

The 39-year-old Massapequa Park, N. Y. teacher finally launched the boat he had built in his backyard (after tearing down part of his garage to get it out to the street). It is a ketch-rigged cruising sailboat with auxiliary power, sturdy and comfortable enough to accommodate Nepo, his wife and two young sons.

The builder estimates the boat cost him about $3,000 plus the ten-hour days he put in all summer, including weekends. But all his labor adds up to a lot of satisfaction for his family and himself. They're looking forward to many fun-filled hours afloat. •

RUDDER is fitted to ketch to be sure it will be shipshape in water. Nepo built it too.

BREAKTHROUGH. There was no room on either side of Nepo's house to ease his craft into the street. He had to remove the rear wall of his garage to facilitate its passage.

SHAPING up. Here the 30-foot ketch needs only its masts and 360 square feet of sail.

MOCK-UP of engine was fashioned by Nepo before he put in the real one, a 400-pound, four-cylinder, 16-hp Palmer engine which he hoisted into boat and installed himself.

DOWN the Nepo-made forward hatch goes youngster.

BELAYING pins, pulleys, etc., were made by builder.

KETCH model. This was made by Nepo before the big one.

The 1960 Boat

CRESTLINER 19-ft. Mandalay has 80½-in. beam, weighs about 930 lbs. Hull is aluminum and cabin is Fiberglas. Cost, $1,995.

Crestliner, Little Falls, Minn. (Scott photo)

WINNER Fiberglas Sun'n'Ski is 14½ ft. has a 66-in. beam, weighs 495 lbs., take motors up to 70 hp. $845, ladder include

Winner Mfg. Co., West Trenton, N. J.

CRUISERS, INC. Commander has two bunks, is 17 ft. with 81-in. beam. Lapstrake plywood boat is fully equipped, costs $1,495.

Cruisers, Inc., 804 Pecor St., Oconto, Wis.

WHIRLWIND molded mahogany ply cruiser is 20 ft., has 94-in. beam. With 3 bunks head, fully equipped galley, she's $2,475

Molded Prod., Inc., Box 117, Cockeysville, Md.

LONE STAR Monterey is Fiberglas, has a capacity of four, weighs 400 lbs. Hull is 14 ft. with a 62-in. beam. Price is $595.

Lone Star Boat Co., 1[illegible] E. Main St., Grand Prairie, Tex.

AERO-CRAFT Adventurer is aluminum, length of 17 ft., 2 in. and a 78-in. beam weighs 575 lbs. Price as shown is $1,1

Aero-Craft Boats, St. Charles, Mich.

CUSTOM CRAFT Sting Ray Ski Boat is Fiberglas. The 15-footer has a 66-in. beam, reversible rear seats. As pictured, $895.

Custom Craft, 1700 Niagara St., Buffalo 7, N. Y.

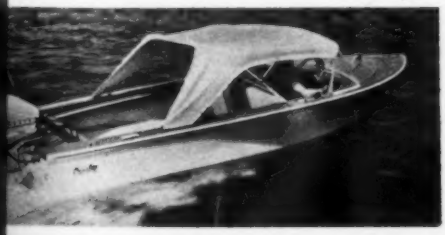
GLASSPAR Seafair Sedan has a length of 17 ft., an 84-in. beam and weighs 875 lbs. Fiberglas, it has two bunks. Cost, $1,895.

Glasspar Co., 19101 Newport Ave., Santa Ana, Calif. (Scott photo)

GRUMMAN Fisherman weighs 160 lbs. Aluminum hull measures 14 ft., 2 in. around gunwale. Complete as shown, it is $527.75.

Grumman Boats, Inc., 5401 South St., Marathon, N. Y.

CHETEK Regal Contessa is 18¾ ft. in length, has an 85-in. beam and weighs 875 lbs. It's lapstrake plywood. Cost, $1,395.



CROSBY Fish-n-Ski has a molded-in electrical circuit. The Fiberglas hull is 16½ ft. with a 77-in. beam. $1,098, less top.

Crosby Aeromarine Co., Grabill, Ind. (Scott photo)

NORTH AMERICAN Stylemaster is Fiberglas, measures 14 ft. with a 66-in. beam, weighs 420 lbs., takes up to 45 hp. $749.

North American Mfg. Corp., Warsaw, Ind.

The 1960 Boats

GLEN L plans, patterns and templates of plywood runabout are $16.25. A frame kit is $88. Length: 13 ft.; beam: 5 ft., 8 in.
Glen L Marine, 9152 E. Rosecrans, Bellflower, Calif.

FEATHER CRAFT 18-ft. Islander Expre is aluminum, sleeps two, has 86-in. bea weighs 775 lbs. Equipped, cost is $1,8
Feather Craft, Inc., 450 Bishop St., N. W., Atlanta 13, Ga.

AERO MFG. CORP. builds the Sea Nymph, a 125-lb. car-top boat. The aluminum hull is 14 ft., has a 52-in. beam, sells for $260.
Aero Mfg. Corp., Syracuse, Ind.

PACESHIPS, LTD. 13-footer has 61½-in. beam, takes motors up to 35 hp. Built of molded birch plywood, it costs about $45
Industrial Shipping Co., Ltd., Mahone Bay, Nova Scotia, Cana

ARKANSAS TRAVELER day cruiser is a Fiberglas lapstrake design, 17 ft., 10 in. long with an 86-in. beam. Price is $1,495.
Southwest Mfg. Co., Box 2501, Little Rock, Ark.

ARISTO-CRAFT Fiberglas Funliner is 17 ft., has 7-ft., 2-in. beam. Price is $995. Detachable Fiberglas hardtop is an extra.
Atlanta Boat Works, 665 Pylant St., N.E., Atlanta 6, Ga.

FABUGLAS Commander has side seats that double as bunks. The Fiberglas hull is 15 ft., has a 74-in. beam, sells for $1,149.
Fabuglas Co., 312 Jefferson St., Nashville 8, Tenn.

WHITEHOUSE Habanan model has a padded dash and upholstered seats. Fiberglas, it is 14 ft. with 68-in. beam. Cost is $769.
Whitehouse Boat Co., Rt. 3, Box 219, Fort Worth, Tex.

CORRECT CRAFT runabout is planked with mahogany plywood. Length is 17 ft., 3 in. and beam is 72 in. Price is about $1,000.
Correct Craft, Orlando, Fla.

LYMAN 17-footer has a 77-in. beam. The lapstrake plywood hull costs about $1,000. A built-in 25-gallon gas tank is optional.
Lyman Boat Works, 1699 First St., Sandusky, Ohio

KAYOT pontoon boats range in price from $485 to $985 without the top. Model shown is the Captain with deck size of 8x21 ft.
Kaye Yacht Pontoon Boat Co., Mankato 3, Minn.

SWITZER CRAFT Gypsie is plywood with a lapstrake bottom. Cabin has two 6½-ft. bunks. With convertible top, it's $1,495.
Switzer Craft, Inc., Box 145, Crystal Lake, Ill.

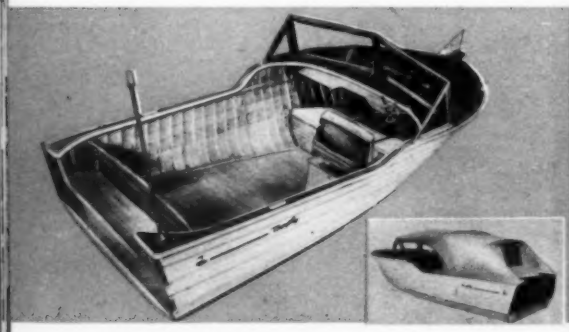
The 1960 Boats

GLASTRON Skiflite is 14 ft., 2 in. with a 62½-in. beam. The Fiberglas boat has a 28-in. depth and weighs 325 lbs. The price is $645.
Glastron Sales, Inc., Box 3104, Austin, Tex.

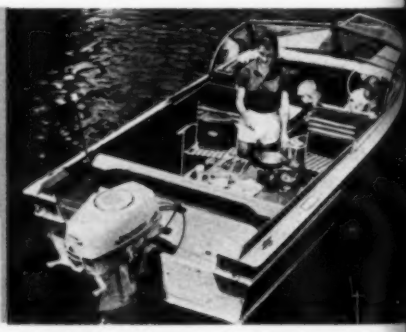
LUGER Fiberglas Californian comes in kit, is 16 ft. with 73½-in. beam. Cost less accessories, is $548.88, delivered.
Luger Industries, Inc., 9200 Access Rd., Minneapolis, Minn.

PENN YAN 17¼-ft. Magellan has an 80-in. beam with 36-in. depth amidships. The lap-strake plywood runabout is priced at $995.
Penn Yan Boats, Inc., Penn Yan, New York

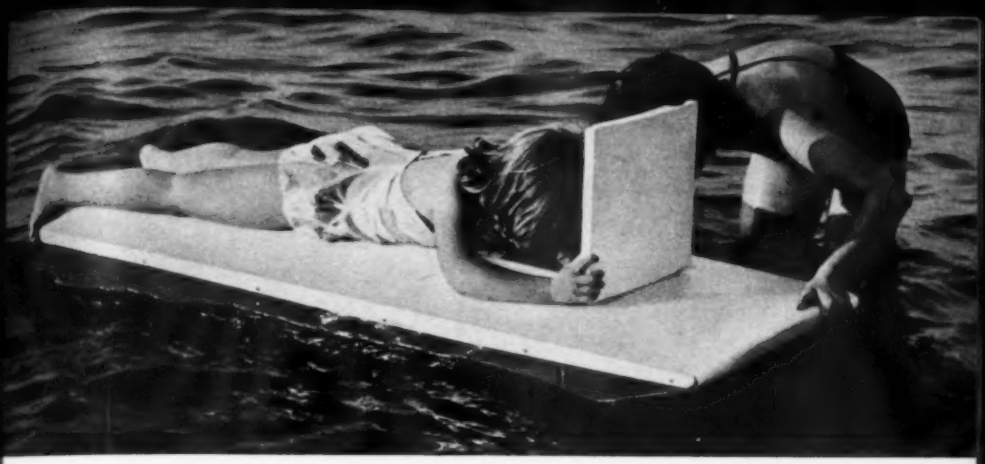
TERRA MARINA amphibious cruiser hull is 21¼ ft. long, 8 ft. wide. Cabin, fully equipped for living, sleeps four. $2,695.
Terra Marina, 2214 Washington Ave., Houston 10, Tex.



DUNPHY Wayfarer has two bunks forward, converts to an enclosed overnighter. It's 19 ft., 2 in. with a 92-in. beam. $1,595.
Dunphy Boat Corp., Box 738, Oshkosh, Wis.



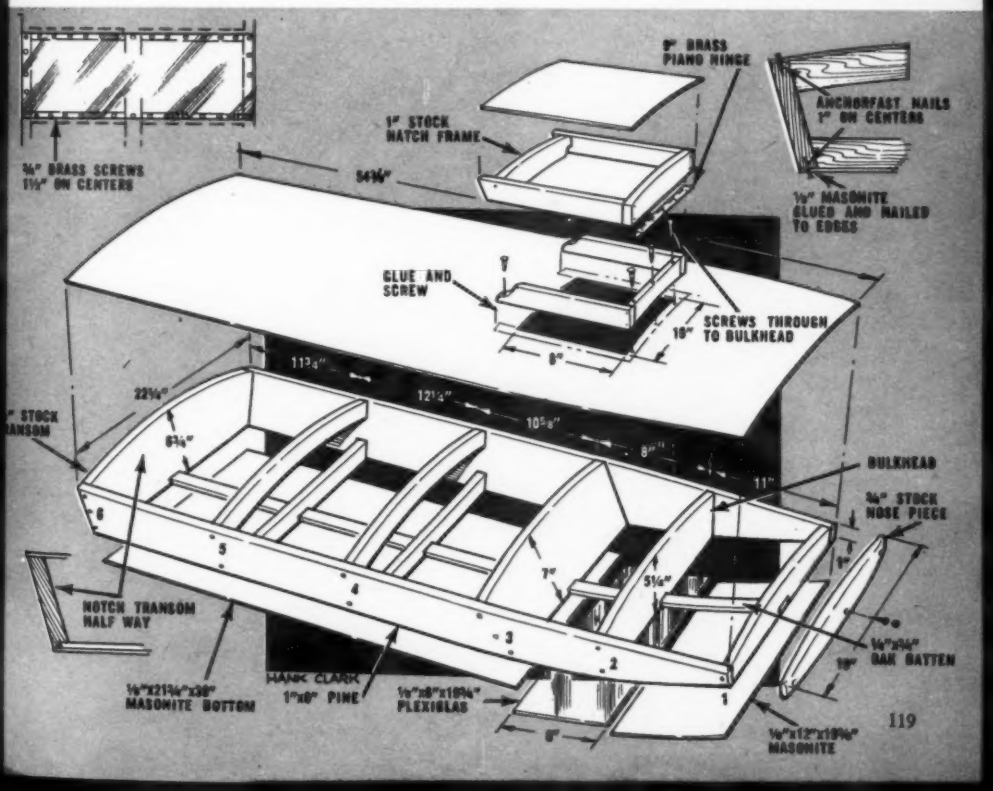
CARTER CRAFT Sea Flite has upholstered seats and bunks, convertible top, toilet, is 18 ft., 4 in. with 84-in. beam. $1,345.
Carter Craft Corp., Box 591, Panama City, Fla.



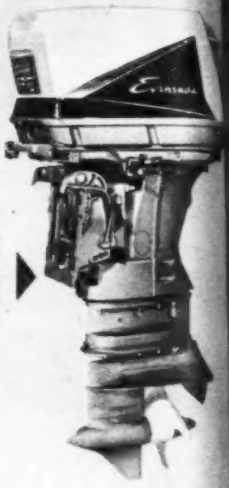
PADDLE BOAT FOR KIDS

JUNIOR frogmen (and girl tadpoles too) will have a splashing good time cavorting on this paddle boat with its Plexiglas window for underwater observations . . . and it can be built in an evening.

Start by marking off the 1x6 pine stock as shown in the drawing. Lay out the bulkheads and frame members, then saw [*Continued on page* 171]



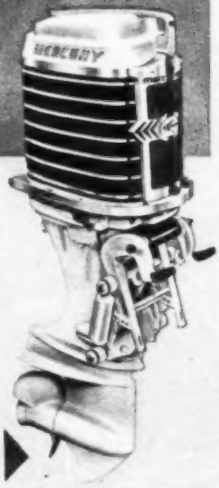
The 1960 Power Plants



EVINRUDE
Model .Starflite II
75 hp....4500 rpm
Cyl 4
Dis....89.46 cu. in.
Start ....Electric
Weight ...216 lbs.
Price $895

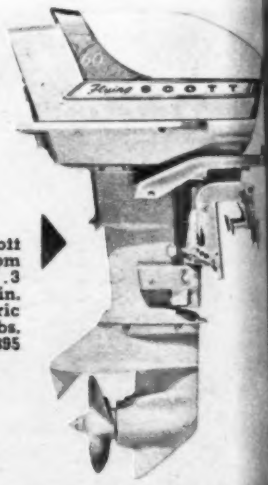
EVINRUDE
Model ..Lightwin
3 hp.....4000 rpm
Cyl 2
Dis....5.28 cu. in.
Start .....Manual
Weight ....33 lbs.
Price $160

SCOTT
Model .Fisherman
7.5 hp...4500 rpm
Dis.....10 cu. in.
Start .....Manual
Weight.....36 lbs.
Price $249.95

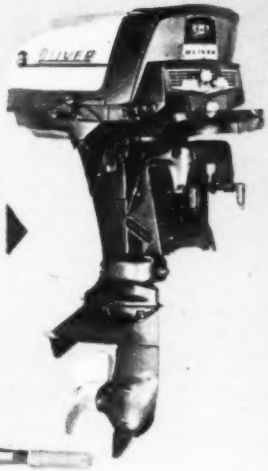


MERCURY
Model.....Merc 100
10 hp.....5200 rpm
Cyl 2
Dis.....18.5 cu. in.
Start...Man. or Elec.
Weight.....77 lbs.
Price $320

MERCURY
Model.....Merc 800
80 hp.....5200 rpm
Cyl 6
Dis.....76 cu. in.
Start .....Electric
Weight.....195 lbs.
Price....Under $1000



SCOTT
The Flying Scott
60 hp....4500 rpm
Cyl 3
Dis...63.27 cu. in.
Start ....Electric
Weight....168 lbs.
Price $895

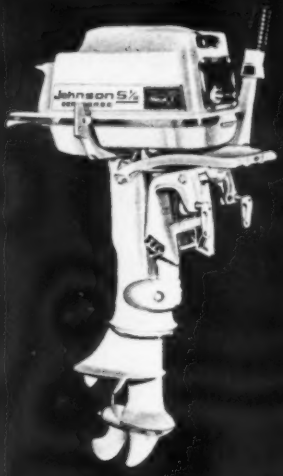


OLIVER
35 hp.....4500 rpm
Cyl 2
Dis.....42.35 cu. in.
Start .....Electric
Weight .....129 lbs.
Price $640

OLIVER
6 hp.....4500 rpm
Cyl 2
Dis.....9.42 cu. in.
Start .....Manual
Weight .....56 lbs.
Price $240

GALE
Model ..Buccaneer
3 hp.....4500 rpm
Cyl 1
Dis.....5.32 cu. in.
Start .....Manual
Weight.....29 lbs.
Price $145

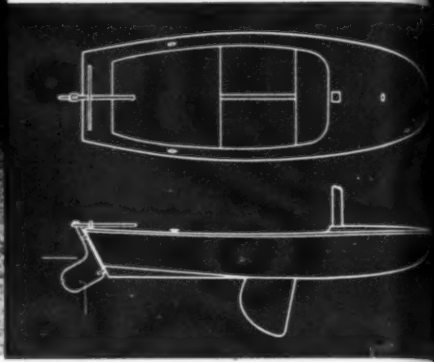
GALE
Model .....Sovereign
60 hp.....4500 rpm
Cyl 4
Dis.....70.7 cu. in.
Start .....Electric
Weight.....205 lbs.
Price $865



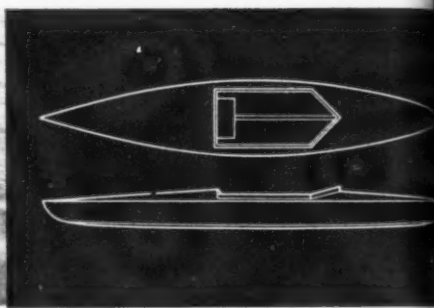
JOHNSON
Model....Sea-Horse 5½
5½ hp.....4000 rpm
Cyl 2
Dis.....8.84 cu. in.
Start .....Manual
Weight.....55½ lbs.
Price $235

JOHNSON
The Super Sea-Horse 40
40 hp.....4500 rpm
Cyl 2
Dis.....43.9 cu. in.
Start .....Electric
Weight.....139 lbs.
Price $640

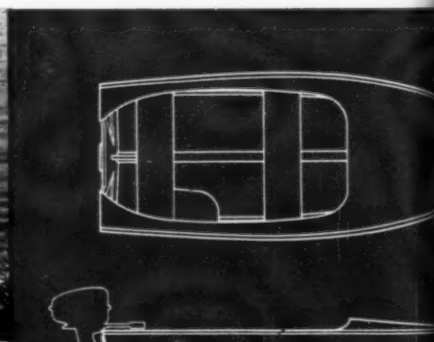
BOATS YOU



NYMPH is a 15½-foot centerboard sloop with a seamless Fiberglas hull. Plans include complete instructions on making the mold necessary for carrying out the laminating process. Complete with her 134 square feet of sail, this 450-lb. day sailer has been built for less than $500. Impervious to rot and weather, Nymph will give many years of maintenance-free service. Plan No. B-228; price: $3.00.*



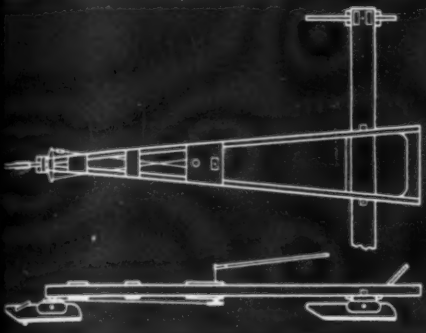
CANVASBACK, an 11¾-foot kayak, can be built for less than $25 in a week of spare-time fun, and because her basic structure has been kept very simple, all steps in the building can be completed using hand tools. Her frames are of spruce or fir over which is tacked the ten-ounce canvas covering. She's easy to paddle and will remain buoyant even when full of water. Plan No. B-238; price: $2.00.*



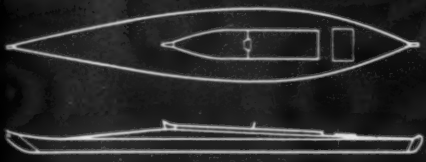
SEA GLIDER, a tough outboard utility, is 11½ feet long with a four-foot beam. A ten-hp motor will plane her, even with three aboard. Fishermen will go for this one. Plan No. B-223; price: $1.00.*

*Remit check or money order to MI Plans Service, Fawcett Bldg., Greenwich, Conn.

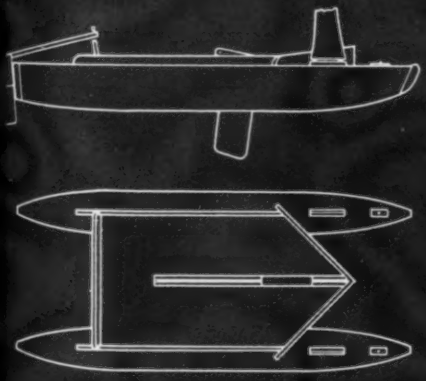
CAN BUILD



FROSTFISH—capable of skimming over the ice at speeds of 40 mph and better—can be put together for $100. She's 16½ feet in length with an eight-foot span and carries 65 square feet of sail. This iceboat is completely portable and can be assembled or dismantled in a matter of minutes. Her total weight of only 120 lbs. is easily carried on top of your car or station wagon. Plan No. B-239; price: $5.00.*



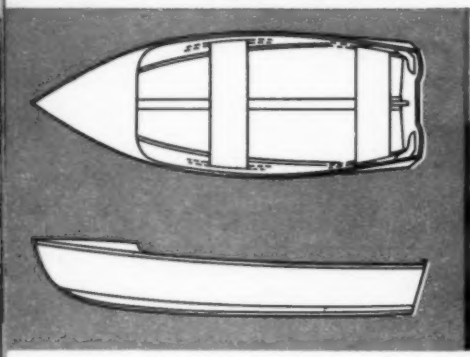
NORTHWIND is a flat-bottom kayak designed to meet the needs of the outdoorsman. Hard to tip and buoyant as a cork, her roomy cockpit accommodates two and there is ample room under the decking for storing camping equipment. Slightly under 20 feet in length and with a 3½-foot beam, this needle-nosed rapids-runner has fir and mahogany ply planking over plywood frames. Plan No. B-236; price: $2.00.*



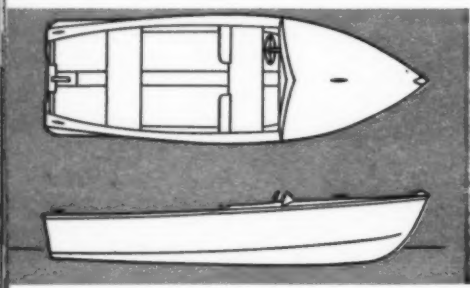
KING KAT, a catamaran with bipod mast and lateen rig, is a 12-footer with a 5½-foot beam. A real fun boat (mostly of plywood) that's easy and inexpensive for the novice to build. Plan No. B-230; price: $3.00.*

*Remit check or money order to MI Plans Service, Fawcett Bldg., Greenwich, Conn.

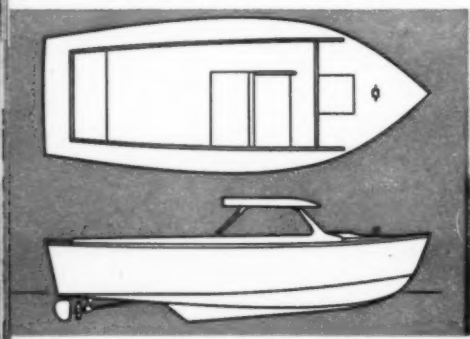
BOATS YOU CAN BUILD



FISHERMAN is as capable of flashing speed as she is of leisurely trolling. She'll take any outboard from the baby lightweights up to the big twenties. While her design calls for plywood planking, many of these craft have been planked with lighter stock that was later covered with canvas. Fisherman is 11½ feet long, has a 4½-foot beam and will accommodate four comfortably. Plan No. 967; price: $1.00*.

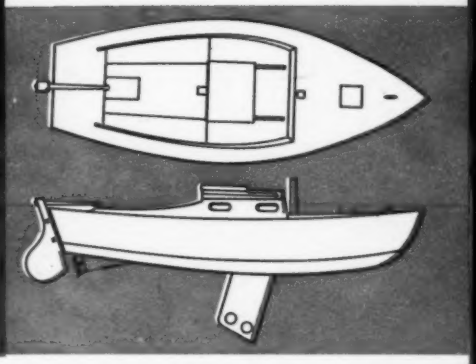


MERRY MAID is a sharp plywood runabout with plenty of speed, roominess and rough-water ability. Her graceful, sweeping sheer makes her a saucy little packet that runs cleanly, banks beautifully and throws her wash well outboard. She's a 15-footer with a 5½-foot beam and a cockpit big enough to allow a brace of fishermen to land the big ones without any crowding. Plan No. B-198; price: $2.00*.

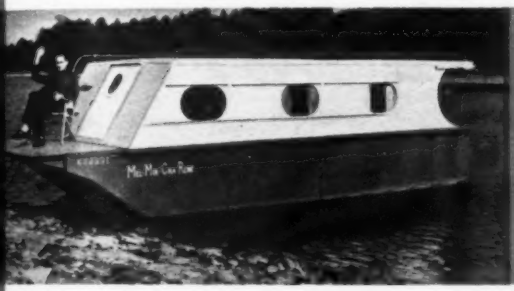


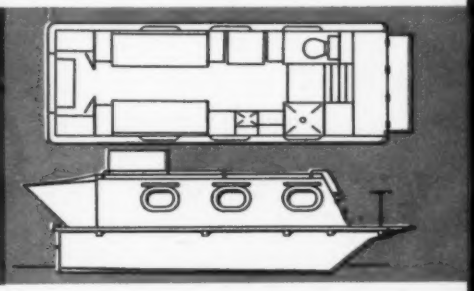
FONTANA converts to an overnighter by snapping her canvas curtains into place. She can take inboards of 10 to 60 hp and do up to 30 mph. Designed for prefabrication, all parts of this plywood-hulled launch can be made in the workshop during the winter and then assembled outside with the advent of warm weather. Fontana is a 17-footer with a seven-foot beam. Plan No. B-201; price: $2.00*.

*Remit check or money order to MI Plans Service, Fawcett Bldg., Greenwich, Conn.

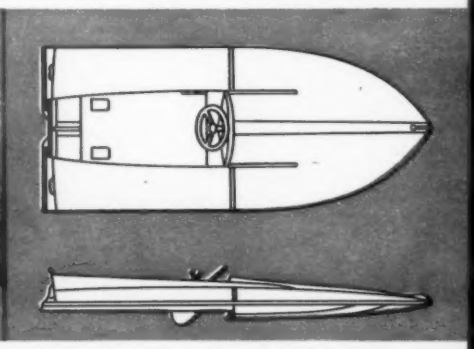


BONNIE II has long been a favorite among amateur boat builders. Eighteen feet long with a seven-foot beam, her V-bottom, plywood-planked hull forms a roomy cockpit and a cabin with two bunks and space for a small galley and head. Carrying 158 square feet of sail, this shallow-draft centerboard sloop is easy to handle, fully dependable and surprisingly fast in a breeze. Plan No. B-233; price: $5.00*.





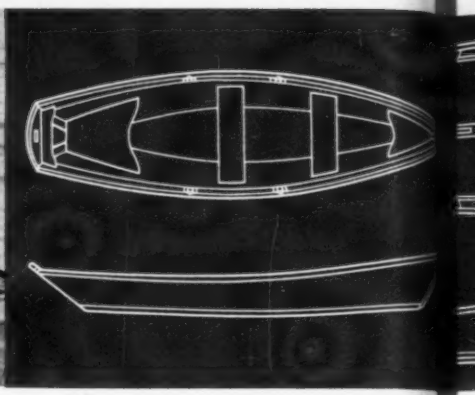
WATER WAGON is a floating home for the whole family. Drawing only 5½ inches, this sun-decked houseboat can navigate waterways that would strand smaller boats. She sleeps four, has a dining area, galley, head—even a shower. Construction is simple, with plywood planking over box-like framing. The perfect vacation boat, she can be powered with one or two outboards. Plan No. B-212; price: $4.00*.



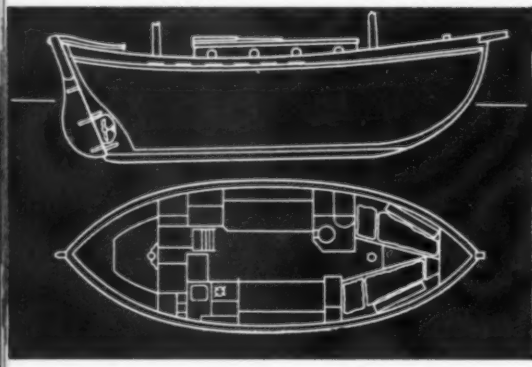
VAMOOSE is a Class B hydroplane that can hit 50 mph using an outboard with a piston displacement of 14 to 20 cubic inches. The hull of this 10½-footer is a single-step job with a flat after plane, substantial non-trips and parallel chines. She weighs just over 100 lbs. Planking is plywood and the forward deck is aircraft-quality fabric. Vamoose has a beam of 4¼ feet. Plan No. B-193; price: $3.00*.

*Remit check or money order to MI Plans Service, Fawcett Bldg., Greenwich, Conn.

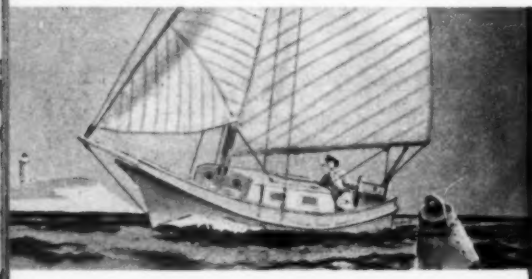
BOATS YOU CAN BUILD

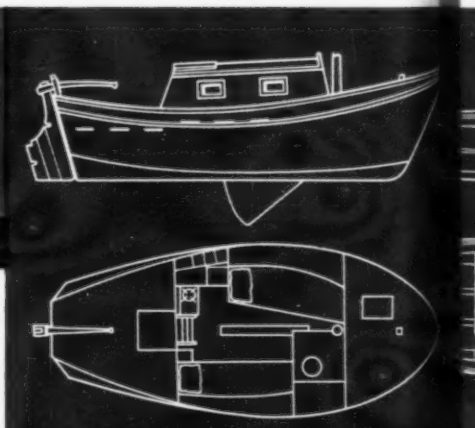


POD is a dory seaworthy and beautiful of line. Her narrow, flat bottom enables her to slice through the water with a minimum of effort by the oarsman. A 15-footer with a 4½-foot beam, highly maneuverable and with flaring sides that keep her safe and dry in a chop, Pod's simple hull requires no framing and is formed by three pieces of marine plywood and an oak transom. Plan No. B-235; price: $2.00*.



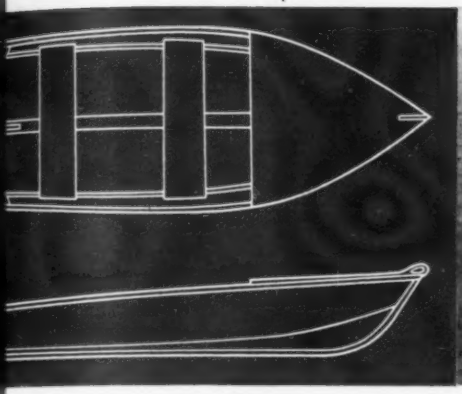
TAHITI, most famous of MI boat designs, is at home on all the seas of the world. A superb sailer, this 30-foot, double-ended ketch with galley, head and bunks for four amid the heavy framing of her round-bottom hull, has a nine-foot beam, a four-foot draft, a raised cabin for maximum head room and carries 470 square feet of sail that is easy to handle in any weather. Plan No. B-104; price: $5.00*.



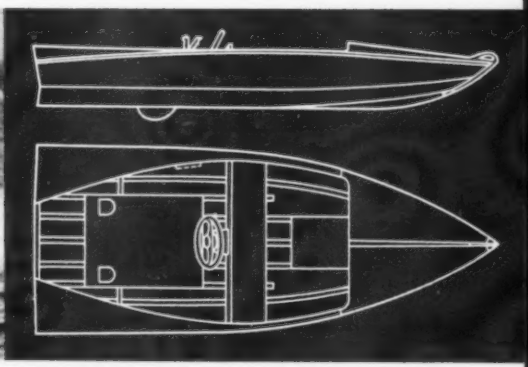


FLYING DUTCHMAN, a flat-bottom sloop having cruising accommodations for two, is 22 feet long with a 9½-foot beam and draws as little as 20½ inches. Plan No. B-159; price: $3.00*.

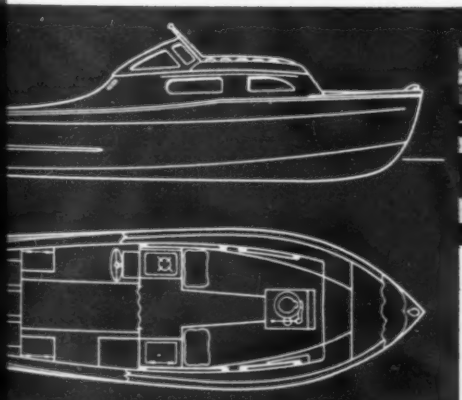
*Remit check or money order to MI Plans Service, Fawcett Bldg., Greenwich, Conn.



GULL is a frameless, V-bottom cartop boat with seats and deck that serve to brace the plywood hull. Two molds made of scrap lumber, plus stem and transom, are used as a basis for building; these molds are removed when planking is completed. When finished, the boat weighs about 130 lbs. A 7½-hp motor will push this snappy little runabout down the bay at a smart 20 mph. Plan No. B-224; price: $1.00*.



JINX is a Class B stock utility racer that can skim over the water at 26 mph with a stock 7-hp kicker, and 33 mph with a 10-hp motor (using a Quicksilver unit, she's capable of higher speeds). High, non-trip chines make her safe in choppy water and on turns. She's just under 11 feet in length with a 4½-foot beam and is made of plywood planking over spruce frames. Plan No. B-222; $2.00*.



CABALLERO, a 19-foot outboard cabin cruiser with a 6½-foot beam is planked with cedar over hardwood frames. Note: boat above has a modified cabin. Plan No. B-208; price: $3.50*.

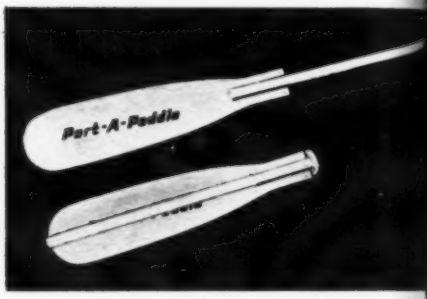
*Remit check or money order to MI Plans Service, Fawcett Bldg., Greenwich, Conn.

USEFUL BOATING ACCESSORIES

FOOT THROTTLE for outboards has rocker action: you speed up with toe, slow down with heel. It holds any setting. $39.50.
Tempo Products Co., 2062 E. 70th St., Cleveland 3, Ohio

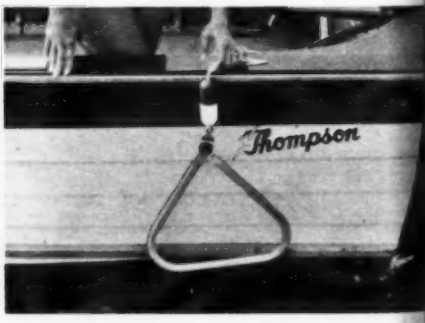
FABRI-VENT boat cover ventilator offers 5½-inch vent area. Made of tough plastic, it lets air in but keeps rain out. $4.95.
Fabri-Form Co., Byesville, Ohio

MARINE FIRST AID KITS in buoyant rust-proof plastic boxes contain all items needed for treating minor injuries. $1.49 and $3.49.
Forest City Prod., Inc., 722 Bolivar Rd., Cleveland 15, Ohio



PORT-A-PADDLE telescopes to 29 inches from four feet. Blade is marine plywood, handle and fittings are aluminum. $9.95.
Boat Names Co., 5910 E. New 40 Hiway, Kansas City, Mo.

ULMERWARM BLANKETS of Dynal and vinyl combine warmth with water repellency and washability. Size: 48x80 in.: $19.50.
Charles Ulmer, Inc., 175 City Island Ave., City Island, N. Y.

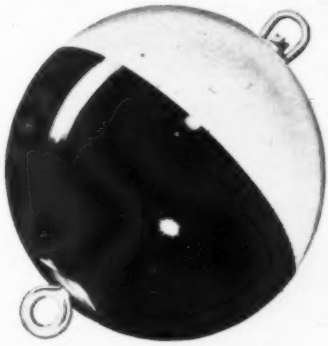


SAFE-T-TOW floating aluminum triangle handle swivels to prevent rope twists. It is sold with 75 feet of polyethylene rope.
Thompson Skis, Inc., Crivitz, Wis.

STOW IT boat drawer of high-impact styrene measures 5x11x13 in., has a removable tray, installs under seat or dash. $6.95.
Practical Marine Prod. Co., N. Syracuse, N. Y.

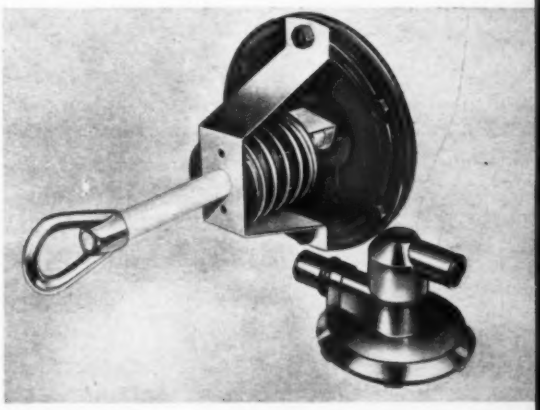
BOWRAILS of stainless steel add beauty, safety and a streamlined look to any boat. Price depends on boat size: $120 to $200.
Swan Engineering Co., 22-58 Nelson St., Bloomfield, N. J.

INFLATABLE plastic beach bag can be used as a carry-all, pillow, cooler, water jug and emergency life preserver: $2.98.
Ashley's, W. Huron River Dr., Belleville, Mich.



FIBERGLAS BUOY with foam-plastic filling won't rust: 16-inch-diameter ball will support a 45-foot, ⅜-inch chain: $39.50.
Hanson Equipment Co., P.O. Box 270, Beloit, Wis.

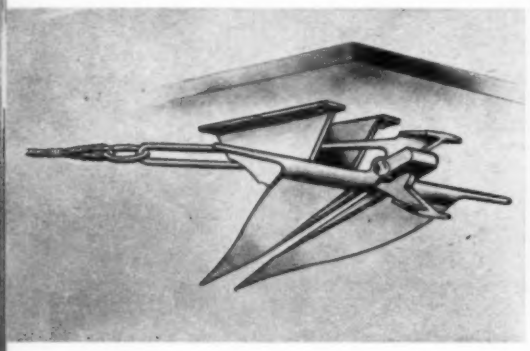
SKI HITCH fits into boat for easy hooking of towlines above the motor. Price is $24.95.
Futurity, Inc., Box 827, Joliet, Ill.



BILGE PUMP shaft passes through hull to act as mooring ring; wind and waves cause pull on shaft to work diaphragm. $23.95.
Bedford Co., Carlstadt, N. J.

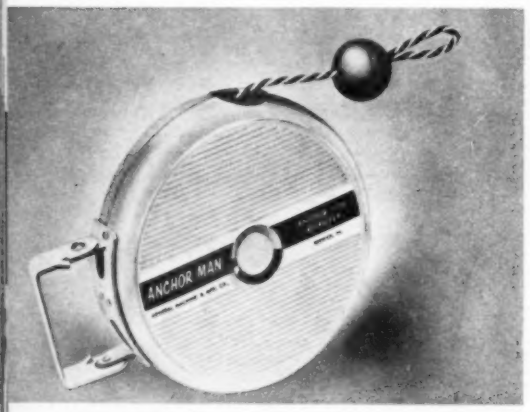
CATWALK HARDWARE for a 2x12-in. plank up to 14 ft. long permits dock extension to deeper water: it's $15 without the pipe.
Sagen Boat Hoist Co., Auburn, N. Y.

MINIMUM DINGHY is 6 ft., 10 in. long, weighs 45 lbs., will carry 1,250-lb. load, won't sink. Fiberglas, it sells for $179.
Aero-Nautical, Inc., 97 Garfield Ave., Copiague, L. I., N. Y.



ANCHOR DAVIT is designed for mounting on underside of catamaran or pontoon boat deck. Line runs over roller. Price $29.60.
Benson's Anchors, Inc., 316 S. Orchard Rd., Syracuse 4, N. Y.

RADIO direction finder picks up selected station frequency, transfers position and course information to visual indicator. $249.
Allen-Bradford, 3181 North Elston Ave., Chicago 18, Ill.

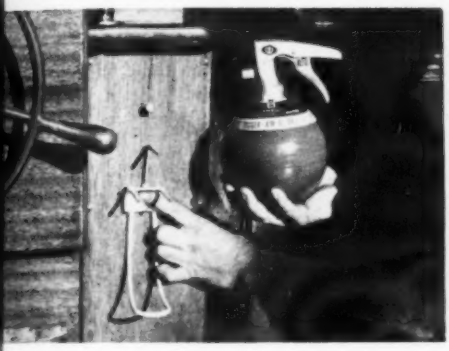


REEL contains 450-lb. test polyethylene anchor line for small boats, automatically retrieves. It's $9.95 with 40 ft. of line.
General Machine and Mfg. Co., Berwick 16, Pa.

WATER PUMP delivers up to 2½ quarts per minute, has neoprene impeller and a check valve to maintain priming supply. $10.95.
Int. Electronics Research Corp., 145 W. Magnolia Blvd., Burbank, Calif.

SWIM MITTS of natural rubber have web-fingered design to increase speed, lessen fatigue; three sizes from $1.29 to $2.50.
Pioneer Rubber Co., 196 Tiffin Rd., Willard, Ohio

GAS TANK with 12-gal. capacity extends outboard cruising range, has wrap-around rubber bumper, four tie-downs, is $34.95.
Kiekhaefer Corp., Fond du Lac, Wis.

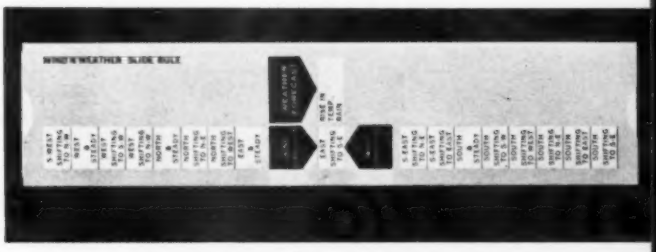


FIRE extinguisher holds 2½ lbs. of dry chemical, costs $17.50. Pressurized, sealed spherical cartridge is disposable. $4.95.
Ansul Chemical Co., Marinette, Wis.

BAIT PAIL is carried upright, floats or sinks upside down. Perforated lid is permanently attached, slides aside. $5, ppd.
Product Design Engineering, Box 2781, Cleveland, Ohio

CELLS of marine battery interlock, allow build-up of any ampere-hour rating or voltage.
Sweinhart Equip. Sales, Inc., 2960 E. Olympic, L. A. 23, Calif.

BOAT HOOK is 3 ft. long when telescoped, extends and locks at any length up to 6 ft. Made of anodized aluminum, it has a neoprene-coated hook, will float.
Nautalloy Products, Inc., 213 North St., Auburn, N. Y.



SLIDE forecasts the weather when you set the wind direction and variation. Other side has Coast Guard warning signals in color. Case included, $3.50, ppd.
The Lighthouse, Inc., 11 Court St., Plymouth, Mass.

Build Skimabout

This roomy, 17-foot hull is seamless Fiberglas laid up on a plaster-finished mold.

FRAMES are checked on full-scale layout.

By Normal Zempel

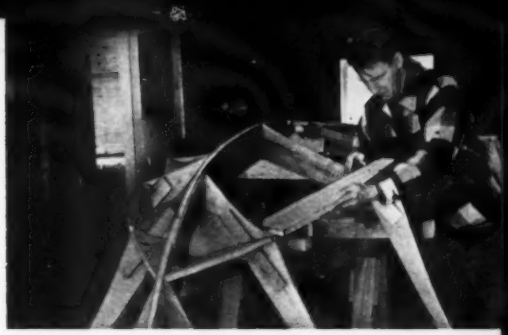
DESIGNED and built for a family, Skimabout is as big a runabout as anybody could want. She's 17 feet with a 7-foot beam and has a 7½-foot cockpit behind the forward seats. What's more, there's plenty of depth from floor to gunwale so that you're always *in* the boat rather than half-way out.

With an eye to reduced maintenance, the hull is Fiberglas, laid up on an inexpensive mold made from lumber, lath and plaster. There are three layers, two of cloth with one of matte between. When the three are laminated with polyester resin they form a tough, leak-proof shell which is easily removed from the mold for rapid finishing of the boat.

Construction is not difficult and begins with a full-scale layout of the plans on heavy, white paper. Working from the dimensions given in the drawing on

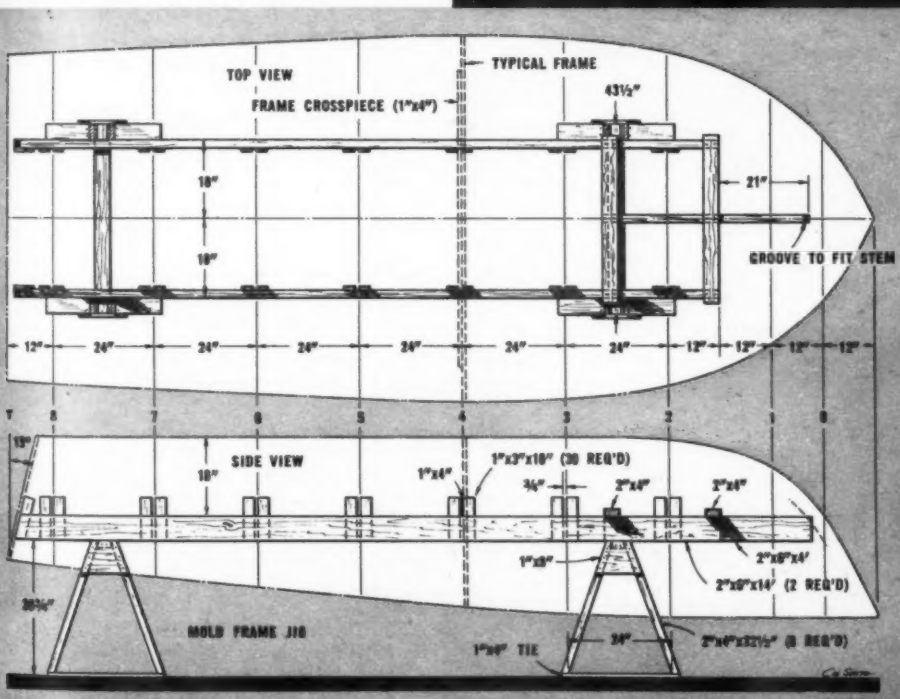
page 134, and using the curve pattern given in the same drawing, each mold frame outline can be overlaid upon the other. Then it's easy to trace the outlines on ¾-inch seasoned pine and cut out the pieces with a band saw. The first construction photograph shows the sections of a frame being checked against the drawing. The sections are then joined with cleats and crosspieces are nailed horizontally across the frames so that their top edges are 18 inches above the base line. These crosspieces will serve to mount the inverted frames on the mold frame jig. When the frames are assembled, a ¾x1¾-inch notch is cut in the center bottom of each for a keel strip. Then the stem is traced and cut out in the same manner as the frames and a ¾x4-inch cutout is made at the bottom rear for the keel strip to fit into.

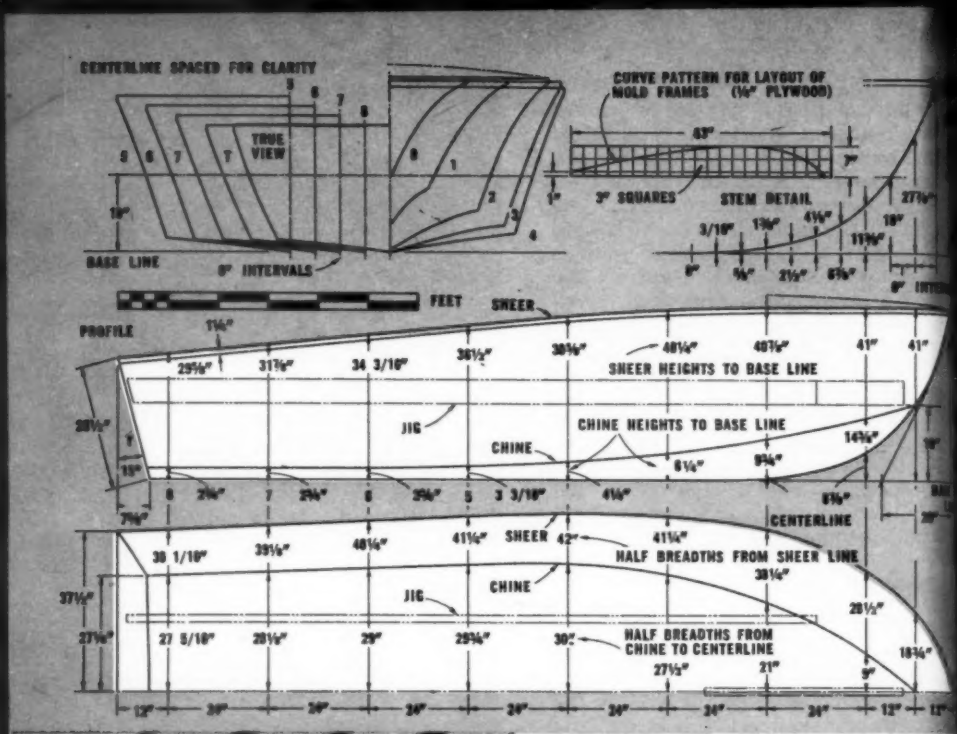
The mold frame jig is shown in the drawing on page 113. When it's erected, the 1x3's nailed to the insides of the 2x6 longitudinals form slots into which the crosspieces on the frames fit. Frames one through eight are erected vertical on the



PINE STOCK is cut to chine and gunwale curves and fitted between the mold frames.

LATH tacked to framing completes wooden part of mold: they're 3/16x¾-in. strips.





THREE COATS of plaster are used to get required thickness and smoothness in mold.

jig and the transom is installed at a 15° angle. The stem is placed on a built-out projection which is exactly on the centerline. Using a square or a level, make sure that each mold frame is properly aligned and nail it in place. Then the keel strip can be fitted in and nailed.

Next, to make rigid chines and gunwales in the mold, ¾-inch pine stock is cut to the proper curves and nailed be-

MOLD is complete when it's sanded smooth.

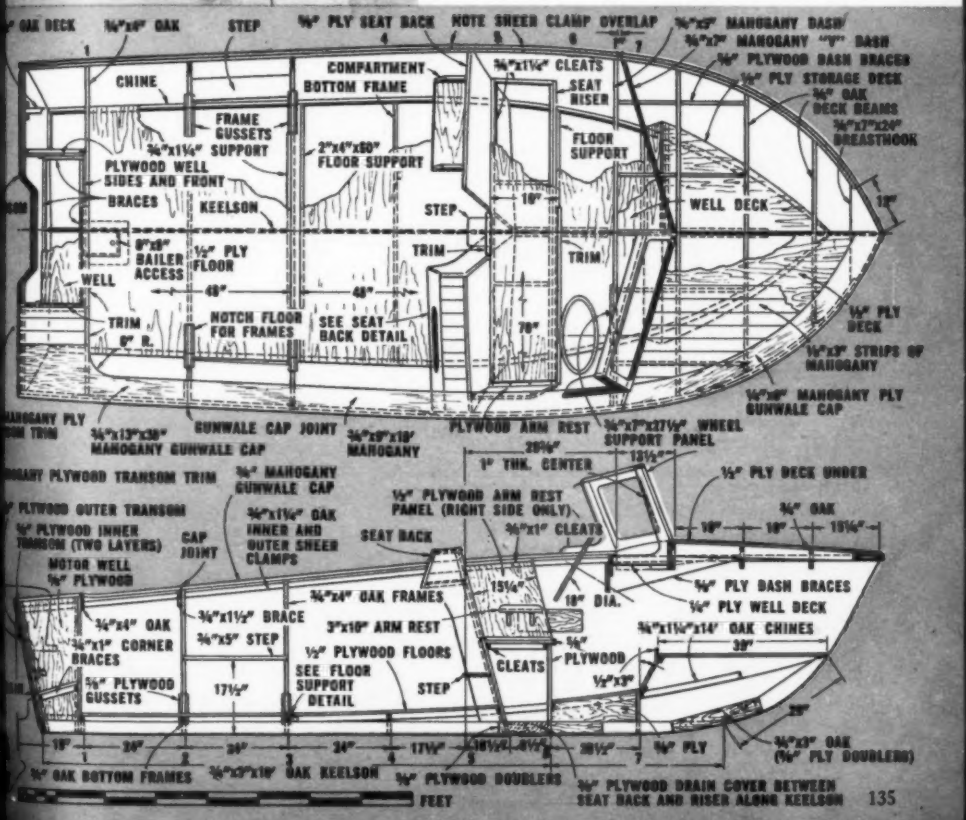
AFTER applying mold release, cloth is laid on and the resin is spread with a mohair roller.

LAST TWO layers are applied together: inner one is matte, outer is cloth.

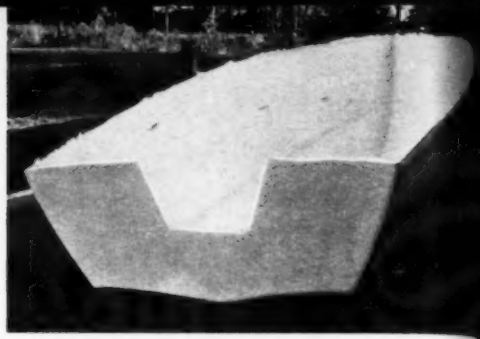
RESIN saturates matte through cloth and bonds both to the initial layer of cloth.

LARGE-SCALE PLANS

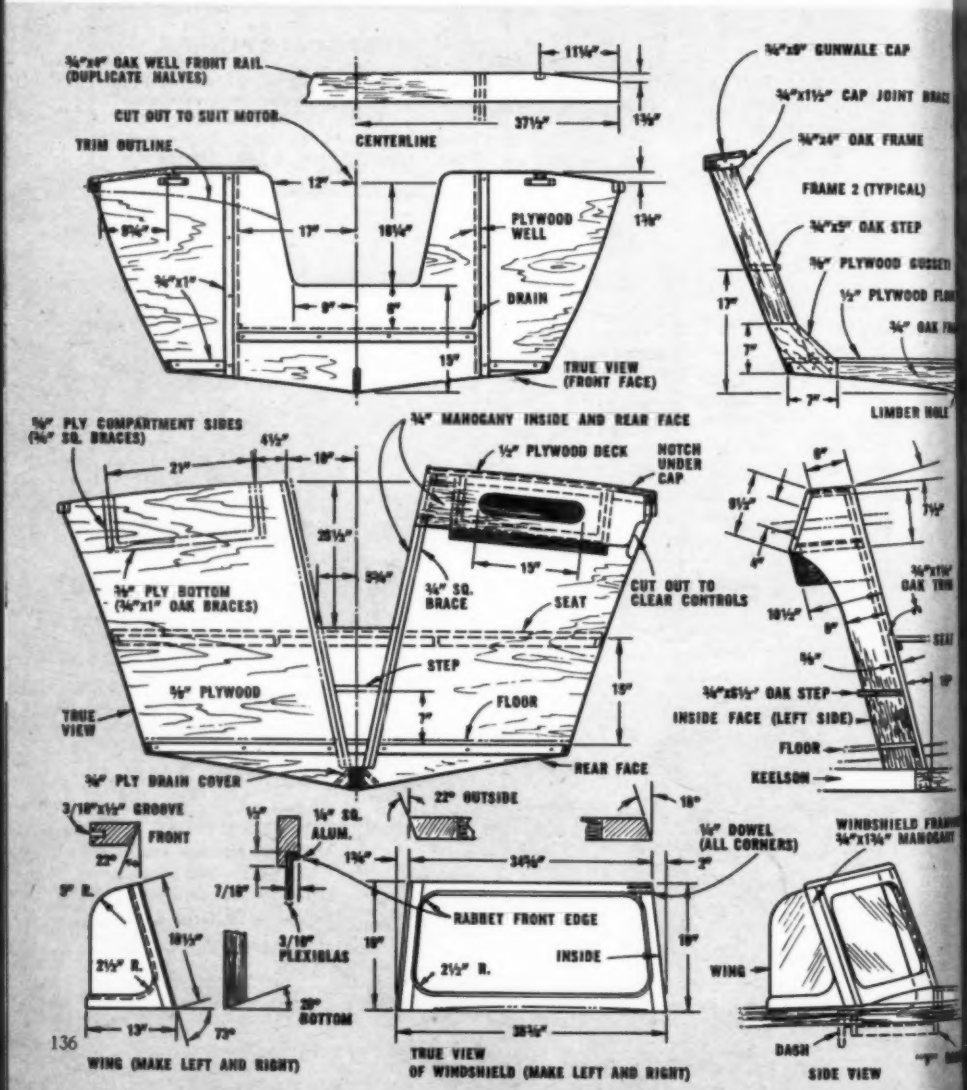
are sold with a bill of materials. For these and the complete text giving construction details, send $5.00 to MI Plans Service, Fawcett Building, Greenwich, Conn. Specify Plan B-240, Skimabout.



DISK SANDER is used to feather all overlapping edges of the glass cloth.

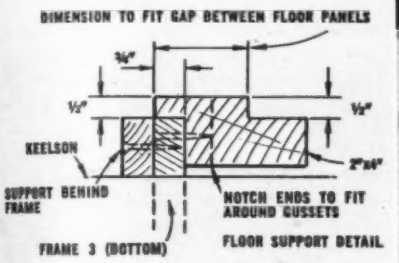


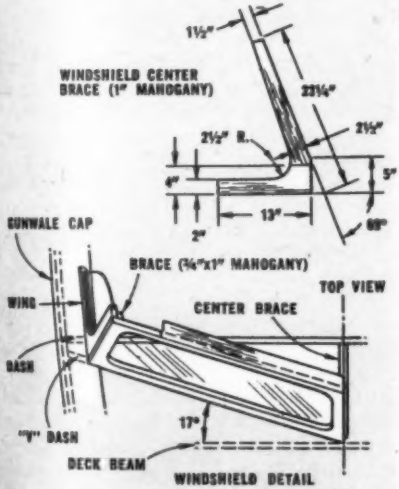
HULL after removal from the mold; prying and hammering break it free from mold release wax.

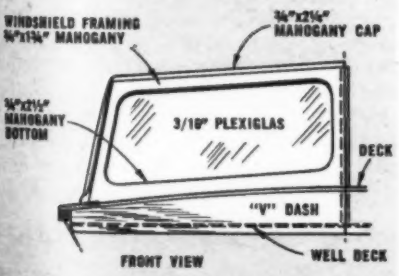


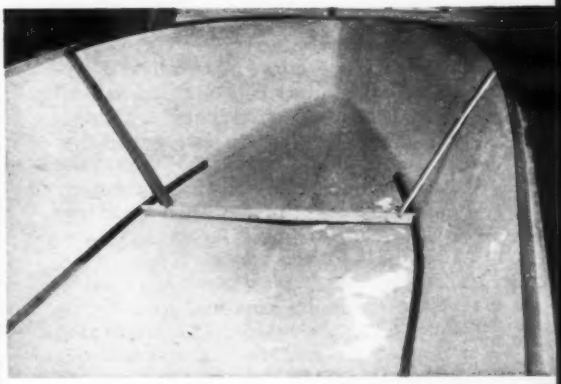
STEAMING in a length of pipe facilitates bending of the oak sheer clamps.

INNER AND OUTER sheer clamps are ¾x1¼-in. white oak, screw-fastened after steaming.









BRACES temporarily hold ¾x1¼-in. oak chines in place until frames are installed.

tween the frames. This can be done by cutting boards to fit between the frames and then tracing the curves by means of a flexible batten bent around the frames. The photograph at the top of page 133 shows a piece being fitted in after the curve has been traced and cut. Double check the alignment before proceeding with the lathing. If any member is out of line, the whole project will not be a success.

Our $\frac{3}{16}$x¾-inch lath was cut from ¾-inch pine boards, eight feet in length. Using one-inch brads, the lath was then fastened to the mold framing with no more than a quarter-inch between each strip. Start on either side of the keel and work out. Where the strips butt against the stem, a sharp knife can be used to cut the correct angle. Because of the necessity to maintain smooth curves, do not attempt to twist the lath;

PLYWOOD transom panel is installed inside Fiberglas hull. Note cleats for well.

LOOKING FORWARD after installing the reinforcing frames and plywood seat back

let each piece curve naturally. Where spaces occur, they can be filled in with short lengths later. Where a joint is necessary, butt the lath on the center of a frame. You will not be able to lath the frames where the bow flares sharply near the gunwales; instead, cover this area with a wide mesh screening to provide a base for the plaster.

Three coats of plaster are required to get the thickness, line and smoothness you need in the mold. We started with a product called Lite-Mix and added a little water at a time to get enough plaster to last for an hour, no more. The mix should be just stiff enough to stand like whipped cream. With a trowel, start at the bow and spread it with a firm stroke. Do not press too hard or you'll cave in the lath and practically all the plaster will go through the openings. The first coat must lock between the lath and form a firm layer. When the plaster is firm, but not yet hard, run a wood float over it to provide a tooth for the next coat.

With the second coat, using the same mix, you establish line and smoothness of contour. You can employ a straightedge about five feet long to help establish the line horizontally and vertically. On the compound curves, your eye will be your best guide.

For the last coat, mix finishing lime with water and allow it to stand 24 hours. Then pour enough to half fill a three-gallon pail and mix in the right amount of plaster of Paris for the brand you're using. This mixture is applied immediately in a ⅛-inch coat with a steel trowel. Smooth it out and, when it is completely dry, sand all the sharp edges. Any depressions, pinholes or cracks which remain should be filled with plaster of Paris.

The next step is to apply the mold release—a wax that prevents the resin from sticking to the mold. You can get it from your Fiberglas supplier. Apply it according to the instructions, being sure that no bare spots are left where the Fiberglas will contact the mold.

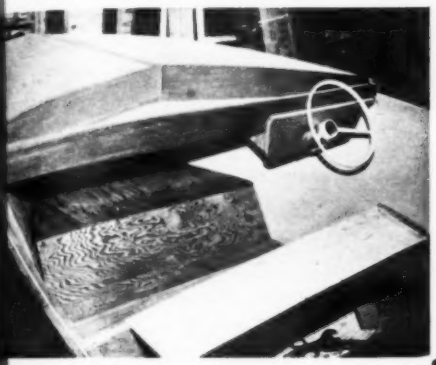
The first layer of Fiberglas cloth now goes on. Start fitting it along one half of the bottom, leaving an overlap of two to three inches at the keel and chine. Smooth out all the wrinkles with your hands, starting at the center and working toward the edges. You'll find it fairly simple to lay and trim. When you have prepared as large a section as you can handle, you're ready to start applying the resin.

Instructions for mixing the resin and the catalyst which hardens it vary slightly with different manufacturers, so follow the instructions with the resin you buy. In new boat construction, it is generally recommended that you thicken the resin. Stirring in this thickener takes time, but it pays off in that your resin goes farther. Color pigment, if you use it, is added next. You can put the pigment in all the resin mixes or add it only to the last coat. We used a white pigment all the way through.

Every piece of cloth that goes on the mold must be thoroughly saturated with resin. This is best done with a mohair roller about seven inches wide. Just

FRAMES and chines are secured by Fiberglas, eliminating fasteners through hull.

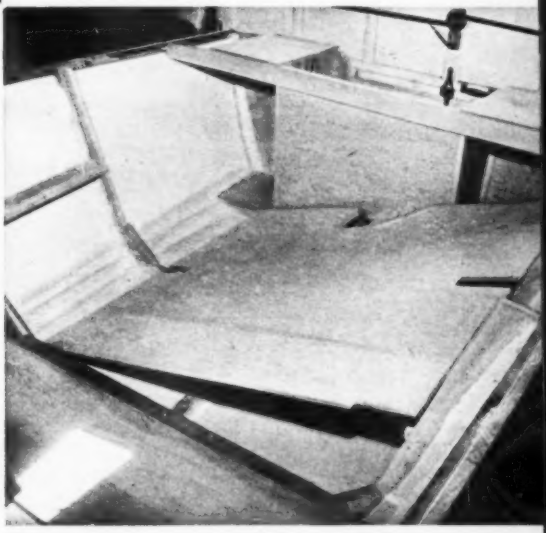
DECK BEAMS and dash panel are fastened to sheer clamps by means of brass angles.



FOOTREST and storage deck provide flotation when covered by Fiberglas.

pour the resin on, a cupful at a time, and work it through the cloth. Any spot which isn't saturated will show up as dull and resin should be applied to it immediately. Once the resin becomes tacky, you can't go over it. The cloth will conform to the curve of the hull as you work the roller from chine to keel, but try not to pull it so that the weave is stretched excessively. Each piece of cloth should overlap the other by at least two inches [*Continued on page* 160]

PLEXIGLAS windshield is held in rabbet by ¼-in. sq. aluminum stock.



FLOOR BOARDS must be notched to clear frame gussets. Note the oak step between the frames.

Monthly Photo Contest

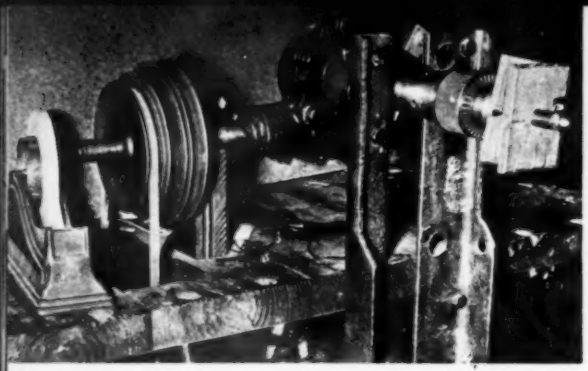
$10 .....BEARING HIS FEELINGS
Gertrude Guiberson, Olympia, Wash., used a Yashicamat. Verichrome pan: f-8 at 1/250th.

$10 .....SCULPTURED BY TIME
John Long, Staple Hill, Bristol, England, shot at f-11 and 1/50th with roll film camera.

$10 .....MONARCH
Setting of f-16 at 1/60th was used by Ed Stroebel of Wapakoneta, Ohio. He exposed Verichrome in a Rollei.

Please put your name, address and picture-taking data on back of each print. Wrap with cardboard stiffeners and enclose a self-addressed stamped envelope or postage for return of unused photos. Prize-winning pictures are not returned. Judges are MI Editors. Duplicate prizes awarded in case of tie. Address entries to: *Mechanix Illustrated*, Photo Contest, 67 W. 44th Street, New York 36, N. Y.

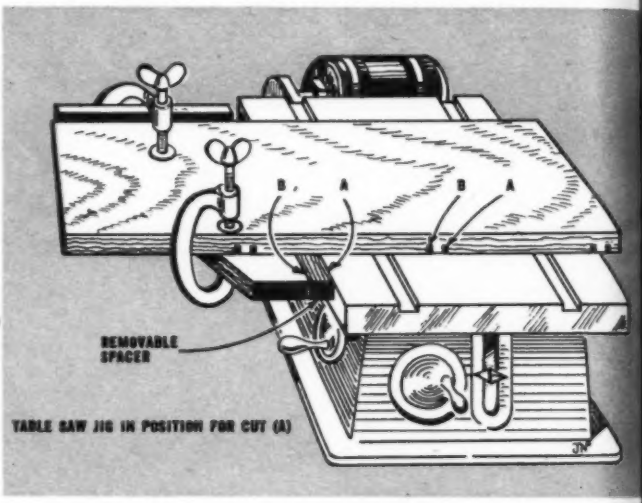
1st Prize ($25) HIGHLIGHT AND NO LIGHT A/2c James T. Rives, USAF, lighted pipe smoker with two spots, had Ansco's High-Speed film in 4x5 Graphic; f-8 at 1/10th.



GEAR BOX from auto steering wheel makes ideal speed reducer. Machine spindle to take drill press chuck; set-up also facilitates coil-winding jobs.

TO CUT round gaskets, place desired material between two identical coins, then trim off excess.

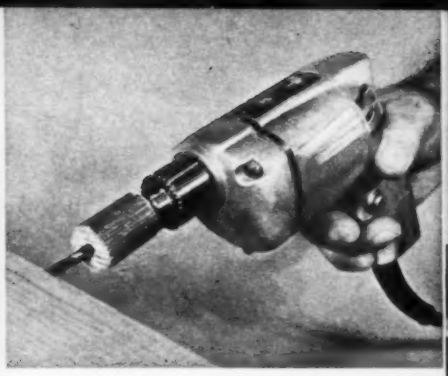
HOME AND SHOP SHORTS



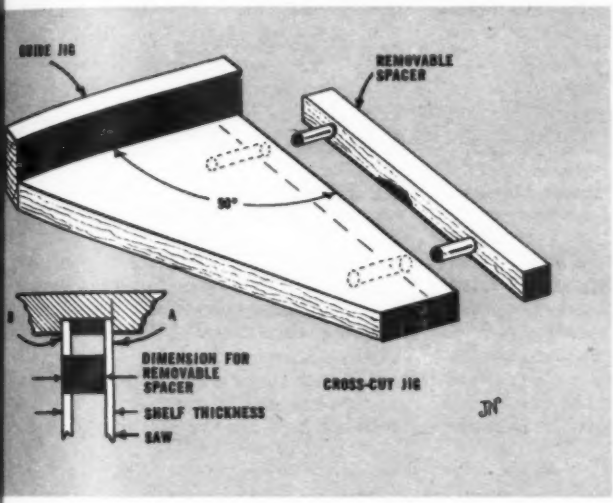
THIS JIG cuts an accurate "dado" for those who lack a dado head. Make cut "A" with spacer (equal to width of desired dado) in place; cut "B" is made with the spacer removed from the jig.

FREDDIE FUMBLES

HOSE SECTION makes a good grip for a lawn mower starter rope. Bore a hole through the center of the hose, then thread rope through it and knot the end.

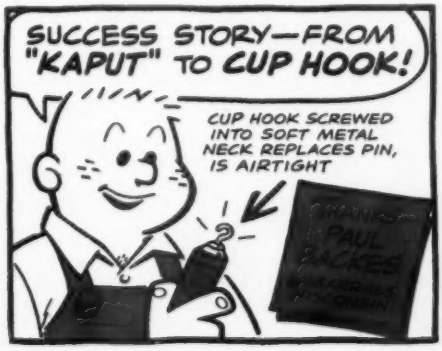


DEPTH GAUGES for drills can be fashioned, as shown, from dowel sections of proper length.



CONSTRUCTION of the dado jig is simple and is easily achieved by following the general directions as outlined in the plan at the left.

Send Freddie Fumbles your idea of a good short-cut, time-saver or safety device in your work, whether it be in the home, shop, office or farm. Each tip accepted will be paid for at the rate of $10. Naturally we cannot acknowledge or return the ones we cannot use. However all will be carefully read and evaluated. (Those which we can use in other departments of MI will be paid for at our regular rates.) Please send in your ideas on a post card only. Address to Freddie Fumbles, *Mechanix Illustrated*, 67 W. 44th St., New York 36, N. Y.

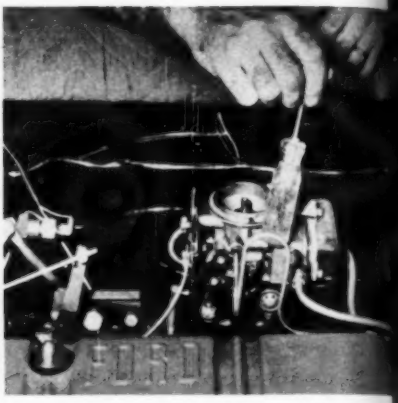


CAR CARE

TRY SOMETHING SIMPL

By Frederick C. Russell
Society of Automotive Engineers

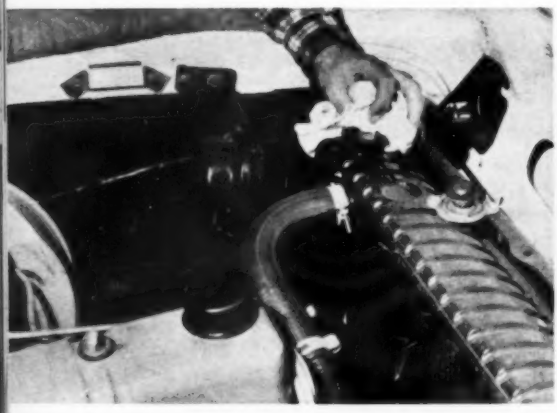
DRAGGING BRAKES may be freed by opening clogged vent of brake master cylinder.



IF unseated needle valve causes a sti try tapping carburetor's fuel intake an

ON the theory that some of the finest things come in small packages, shrewd motorists are learning how to cure many car ailments by the simplest of remedies. A touch here or there at the right time can put new life in the old bus, make a new one turn in a better score, and save repair bills in both case

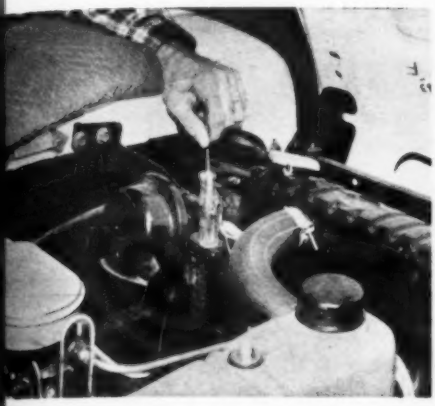
Minor things can cause the most dis turbing conditions. Like the car th always shimmied about a week afte front-end checking. Finally an obser ant mechanic noticed that the left fro tubeless tire always lost five pounds



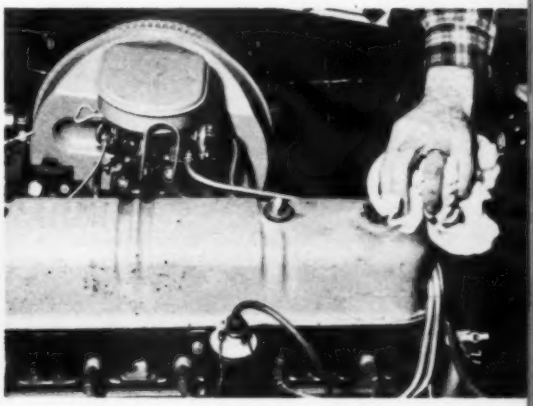
UNSEATED radiator cap can cause overheating: clean filler-pipe neck regularly.

CHECK tires weekly. One low front t can cause a shimmy at speeds over 35 mp

In trouble? Before you push the panic buttons learn how slight readjustments can get you rolling again.



TRY SILENCING a self-blaring horn by giving a sharp rap to the horn relay unit.

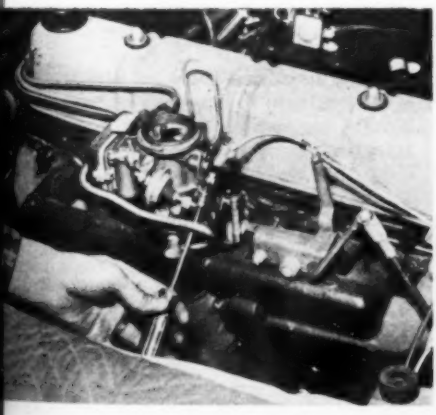


CLEAN crankcase vents and oil filler pipe to prevent oil fouling the pistons and plugs.

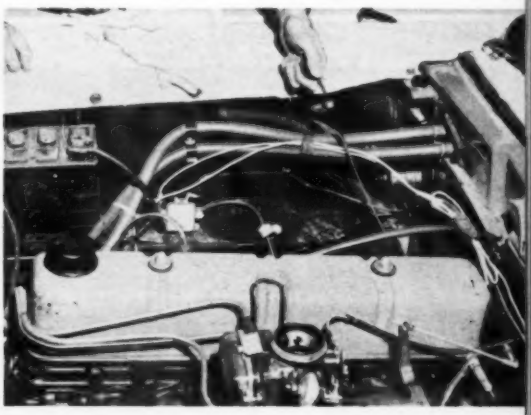
air pressure through a slow rim leak. That was just enough to throw the balanced wheels out of whack.

When a stalled engine refused to start, the mechanic who came to the rescue lightly tapped the fuel inlet area of the carburetor with a hammer. Immediately the engine played ball. Dirt had held the needle valve off its seat, a bit of shock at the right spot dislodged it.

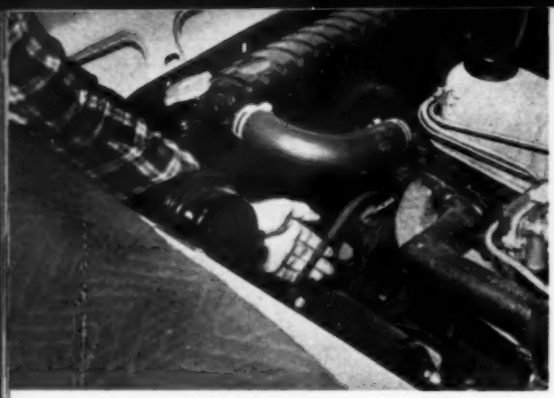
I once got rid of a severe engine knock by driving fast up a long hill. The result was that some loose carbon in one of the cylinders blew out the exhaust, there-



ADJUSTING throttle linkage of automatic transmission may correct wrong shift points.



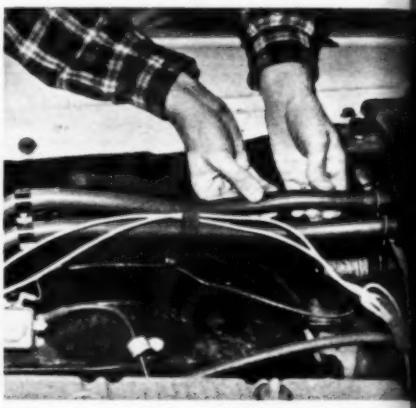
DON'T OVERFILL automatic transmission or you may force oil out through the seals.



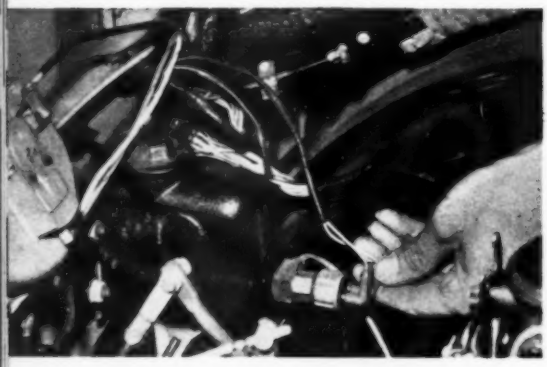
SQUEALING V-BELTS may be caused by pulleys which are out of line. Align 'em.

SLUGGISH windshield wipers are often traced to a poor vacuum hose connection.

CARRY a bucket of sand in the trunk to use in case you get stuck in a snowdrift.



ADDING WATER too frequently? Examine your hose connections and check for leaks.



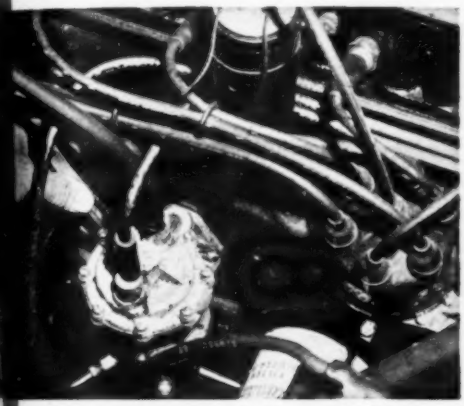
MALFUNCTIONING stop lights are often traced to a loose connection at the switch.

by ending a bad case of pre-ignition.

It is natural to become alarmed when a noise suggesting front-end looseness is telegraphed up the steering post. This may be a loosened front wheel or wear in one of the wheel bearings. Clicking in the brakes after a major brake overhaul usually turns out to be failure to smooth out all the drums after they have been trued. The shoes pull sideways on threads left by the lathe, making a characteristic click when they snap back.

The car's horns going into action of their own accord need not be cause for concern. Locate the horn relay box and rap it with your fist. Chances are that its points have merely stuck together. This business of rapping is most effective in

AIR HOSE serves in an emergency to inflate a flat with air from the spare tire.



EXCESSIVE oil consumption may be traced to a gas pump flange which has loosened.

loosening up a corroded exhaust manifold heat control valve. First flood it with penetrating oil and then, while grasping the valve's counterweight and working it back and forth, tap the end of the shaft with a hammer. Shock helps the oil travel along the shaft.

Your car has a surprising number of vents which, neglected, can cause a lot of trouble. Brakes will apply themselves and drag you to a halt if the air hole in the master cylinder's filler cap becomes clogged with dirt.

If there's dirt around the filler pipe of the radiator, or if this area is nicked, the pressure cap won't fit tightly. This may cause boiling on a hot day or if the winter anti- [*Continued on page* 166]

SERVICE TIPS

from Detroit

Lift the front of '59 Pontiacs by setting the garage jack under the lower bumpers, between bracket bolts, with saddles at a 25-inch spread. Lift the rear via the cross member, or by the bumper with saddles at a 48-inch spread.

Headlamp aiming on '59 De Sotos is done by means of adjusting screws behind access holes in the headlamp doors. The hole between the two sealed beam units, which is concealed by a removable chrome button, permits access to the up and down adjusting screw on the individual units.

Turning the steering wheel, with the engine off, on early 1960 Chevrolets with power steering can cause an overflowing of the reservoir. Set wheels in a straight ahead position with the oil hot and the engine off when checking and filling the reservoir.

'59 Chrysler and Imperial swivel seats are of zig-zag-type spring construction. Owners desiring additional support in the seat cushion can install a series of loop-ties across the bottom of the seat cushion to link each of the springs together. Strong twine or appropriate steel clips may be used as connectors.

Wind noise on '59 Fords can be caused by an excessive gap between the windshield weatherstrip and the leading edge of the windshield pillar molding. Correct this condition by removing the molding and applying a bead of M5397 sealer along the leading edge; then reinstall the windshield pillar molding.

Dodge warns against drilling holes in the master cylinder cover to correct for "loss of brake pedal." Use only a properly vented cover.

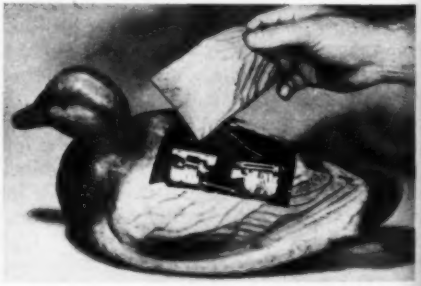
RADIO-CONTROLLED DUCK DECOY

A Milwaukee hobby shop owner has come up with a radio-controlled papier-maché duck decoy that can be directed out into the lake to entice the real ducks within shooting range of the hunter's blind.

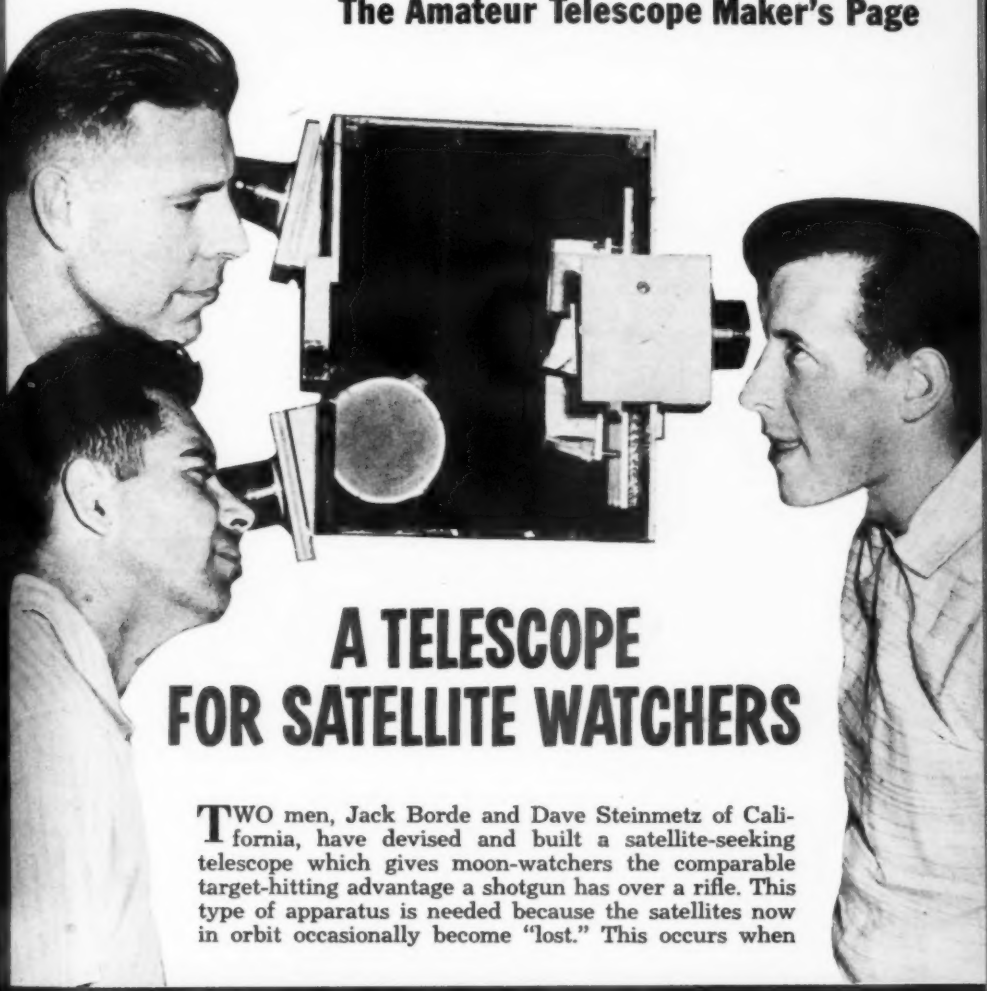
This duck works on the same principle as [*Continued on page* 167]

KOOKIE DUCKS sight Paddling Pam, radio-controlled decoy, and fly into hunter's range.

PUSH-BUTTON HUNTER uses transmitter to chase electronic temptress around pond.

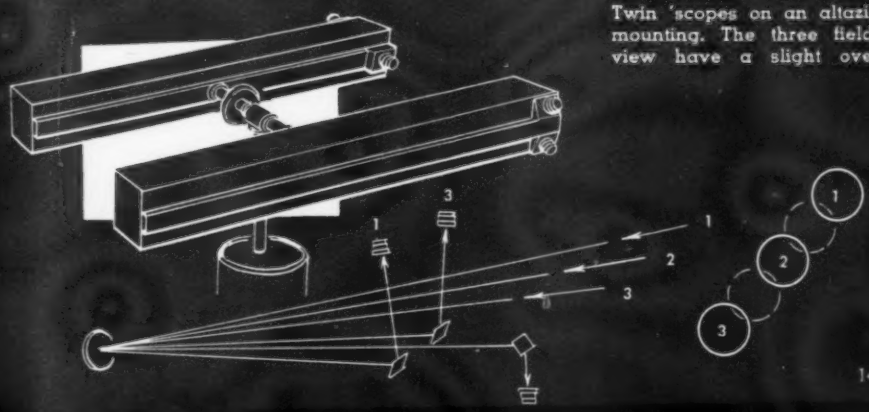


PAM'S removable back covers servo mechanism that paddles her romantically about.



A TELESCOPE FOR SATELLITE WATCHERS

TWO men, Jack Borde and Dave Steinmetz of California, have devised and built a satellite-seeking telescope which gives moon-watchers the comparable target-hitting advantage a shotgun has over a rifle. This type of apparatus is needed because the satellites now in orbit occasionally become "lost." This occurs when



Twin 'scopes on an altazimuth mounting. The three fields of view have a slight overlap.

Three observers can comfortably scan the sky for satellites at each instrument. Second telescope (when completed) will be mounted on shaft leading out of picture.

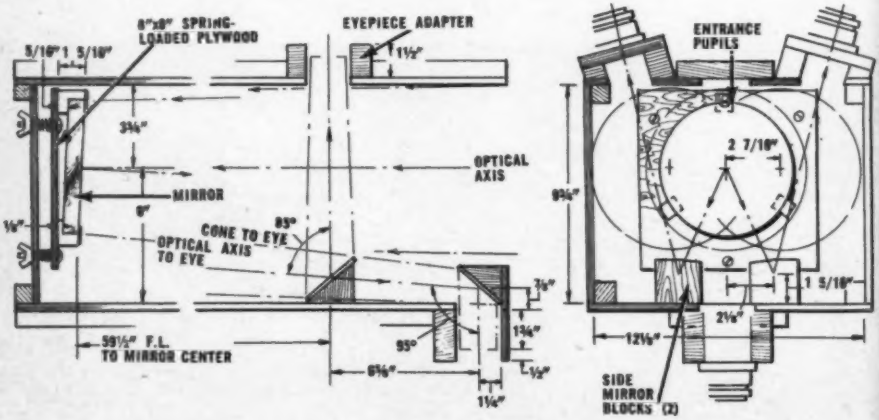
Back yard of Jack Borde and one of his six-inch Newtonians. Construction in rear is of a partially-completed observatory.

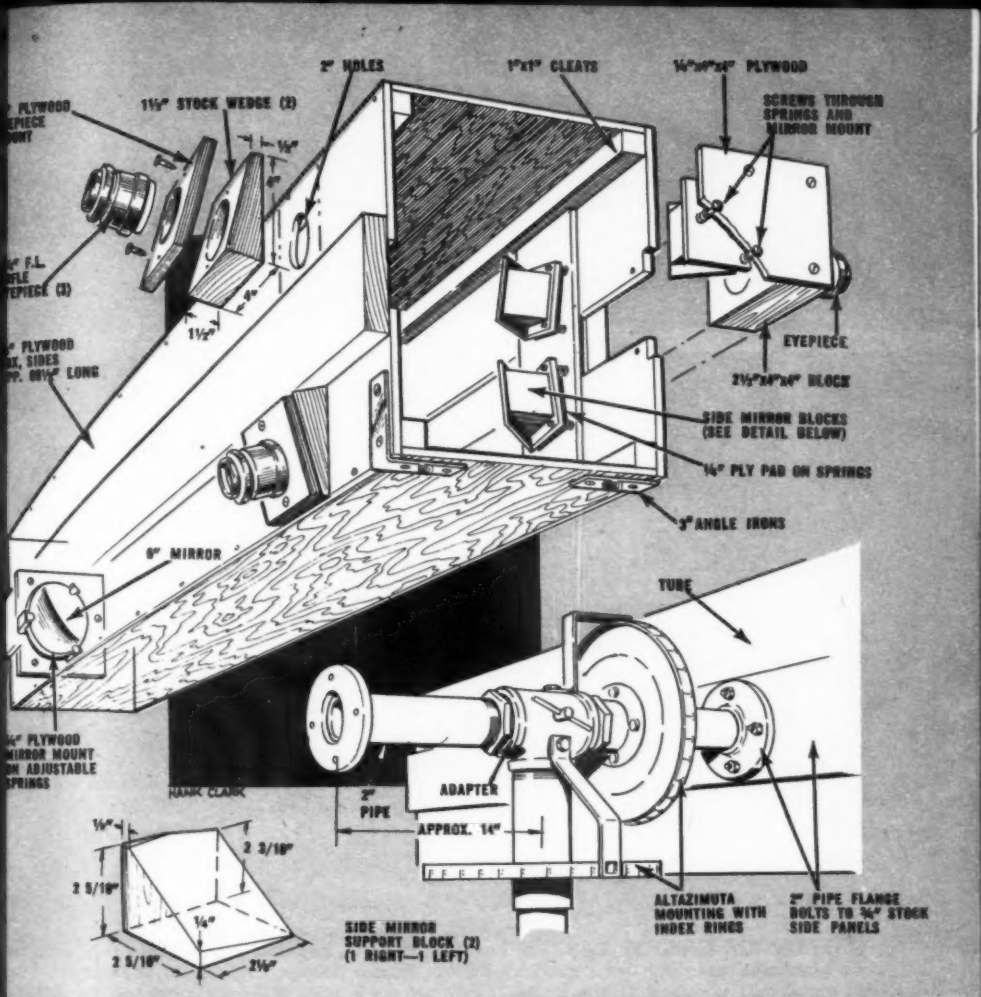
they dip as low as 150 miles above the earth and changes in atmospheric density cause them to go off predicted schedules.

Under normal conditions, the tiny satellites with their median elevation of 2,000 miles are as difficult to spot as a grapefruit streaking over the Mississippi River. While the naked eye is able to spot the big Sputniks, conventional telescopes see the smaller satellites only as streaks.

Until Borde and Steinmetz built their multiple-eyepiece viewer, the moonwatcher with his smaller scope was limited to scanning a 20-mile-wide strip of space, 2,000 miles away. Their device permits three viewers to look through linked telescopes at the same time. Soon they'll add a twin unit, permitting the Diablo Astronomical Society, of which Borde is president, to scan with six eyes, 12 times more sky than a single viewer.

Borde, of Concord, California, is an optics and mechanical technician at the University of California's Radiation Laboratory in Berkeley. Steinmetz, of Martinez, was recently hired as an assistant astronomer for Lowell Observatory in Flagstaff, Arizona. They got the inspiration for their multiple-eyepiece scope from Arthur S. Leonard of Sacramento, a mathematician-turned-moon-watcher. The instrument only cost $50 for materials and 100 man-hours to build.





The observations of satellites are reported immediately to the Smithsonian Observatory at Cambridge, Massachusetts. The 15-member local society is justly proud of its more than 100 satellite sightings. The lion's share of credit for the group's success is given to Don Charles of Pleasant Hill, a chemist at a sugar refinery, who, as moon-watch team leader, plots the tiny sky segments to be observed.

Borde's back yard will be headquarters for future team efforts. The 28-year-old Oakland-born ex-Air Force man is building a high quality observatory there. The center pier, for instance, is anchored well below the frost line in three tons of concrete.

In addition to Big Bertha, Borde's observatory will contain a ten-inch telescope and a meridian 'scope which he is building at home. The mirror and lens polishing machine in his garage is a Rube Goldberg affair made of bicycle chains and a washing-machine motor. It polishes to a tolerance of four one-millionths of an inch.—*John Dengel*

BUILD YOUR OWN TELESCOPE

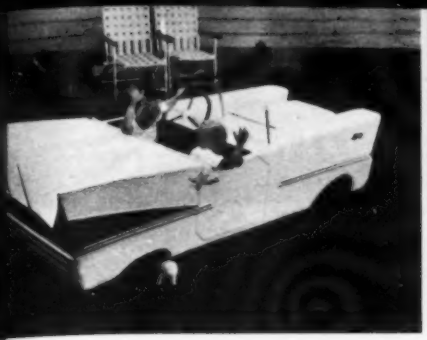
If you can repair a leaking faucet, you can make a reflecting telescope. For a complete set of plans, photographs, and instructions that will show you how to construct MI's portable six-inch telescope, send $2.00 to MI Plan Service, Fawcett Place, Greenwich, Conn. Please ask for Plan No. P-6.

Golden Hammer Award Winners

WATERPROOF CAR-TOP CARRIER has 25-cubic-foot capacity—ample packing area f the numerous camping items used by builder Hilmar Solberg and family of Appleton, Wi Of metal and plywood, it has access doors on each side, is easily removed for storag

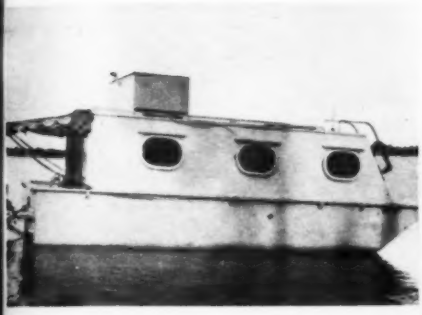
HI-FI CABINET AND SPEAKER ENCLOSURE were superbly crafted by Robert Smyth of Warsaw, Ind., and finished in gum plywood, white Formica, green felt cabinet interior.

FINISHED BASEMENT includes knotty pi paneling, full kitchen, bar and bathroom The whole project was completed by Georg Hattem, Brooklyn, N. Y., in his spare tim



MIDGET ROADSTER has Fiberglas body on a welded frame, a five-hp engine and can do 20 mph. Ronald Redel, Milwaukee, Wis., built it for his children; cost was $400.

CABIN-IN-THE-WOODS, the first project ever attempted by S/Sgt. Richard Davis of Griffis AFB, N. Y., was constructed from MI plans. Cost, with wiring, totalled $350.



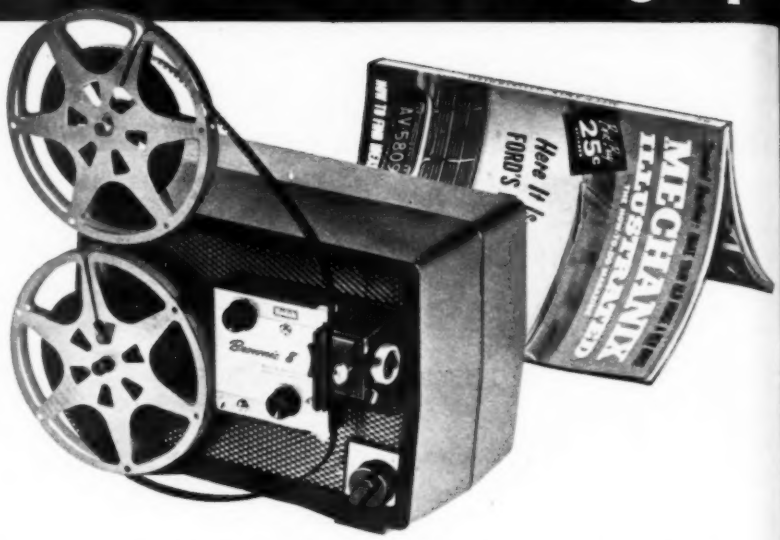
MI PLANS also provided the design for the Water Wagon, a roomy, shallow-draft, 22-foot houseboat that sleeps four and includes a dining area, galley and head. It was built by Harvey Key, Ft. Walton Beach, Fla., who powers it with a 12-hp outboard.

BARNABY, a $300, 16-foot cabin cruiser that appeared in the February '59 issue of MI, was completed in a fast four months by B. James Smith of Ridgetown, Ont., Can.

Each craftsman whose project is shown receives a 24-karat gold-plated Hammer and a Workbench Award Certificate. Runners-up will be sent a beautiful gold-plated Golden Hammer Tie Bar or MI's Certificate of Merit. So send us some *black-and-white photos, with negatives*, and a full description of your latest project. Photos of your workshop are also eligible. Send all entries, with return postage, to MECHANIX ILLUSTRATED Golden Hammer Awards, 67 West 44th St., New York 36, N. Y. Entrants are advised that MECHANIX ILLUSTRATED cannot accept responsibility for customs charges, duties, taxes, etc., levied against Golden Hammer and Golden Hammer Tie Bar winners outside the United States.

The following craftsmen have been awarded GOLDEN HAMMER TIE BARS for their projects: Alan Haskell, Los Angeles, Cal.; Homer Dalton, Odessa, Tex.; William A. Killian, Coatesville, Pa.; Dean D. Spinei, New York, N. Y.; John Hillenbrand, Johnson City, Tenn.; Clyde E. Jones, Birmingham, Ala.; Leo E. Maach, Collinsville, Ill.; L. C. Hoff, Biloxi, Miss.; Ernest B. Hibbard, Pittsfield, Mass.; Ronald M. Ballenger, Travelers Rest, S. C.; Frederick S. Taylor, Kingston, Ont., Can.; Charles D. Neal, Carbondale, Ill.; Stanley Kloc, Chicago, Ill.; William Krupski, Toronto, Ont., Can.; Joseph M. Schuffman, New Castle, Ind.; James K. Tanis, Montague, Mich.; William E. Garrett, Kitchener, Ont., Can.; Rance Nethken, Cumberland, Md.; Claire J. Trout, Aurora, Ill.; Joseph H. Backsmanor, Newport, Ky.; Joseph D. Eakin, Petersburg, Tenn.; William Krupp, Togo, [Continued on page 192]

New Ideas in Photograph



Now a Movie Projector as Small as This Page

—yet it shows beautiful movies a yard wide

Here's the latest word in compactness for 8mm home movies. The Brownie 8 Movie Projector stands only 9″ by 6½″ (this page size) by 6″, and weighs only 5½ pounds.

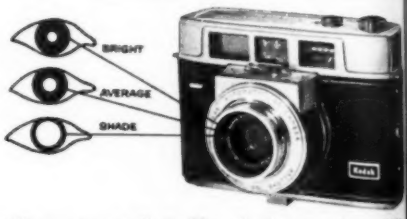
But don't let its small size fool you. It performs big in every way.

At just 12 feet from your screen, this projector shows movies three feet across. The secret is a new-type lamp with its own non-tarnishing, electronically prefocused reflector to assure maximum brilliance.

Loading is simple because there are no sprockets. You can actually thread the film while the projector is running. The projector accepts big 200-foot reels for full 15-minute shows. And it is blower-cooled.

It's worth a trip to your dealer to see the Brownie 8 Movie Projector in action. The price: only $44.50, or as little as $4.50 down.

Lens Automatically "Squints" in Sun, Opens in Shade Like Human Eye



Now Kodak has built an automatic 35mm camera that works much like your eye. It sees light and sets its own lens opening.

The "brain" in the Kodak Automatic 35 Camera is a photoelectric meter. Light reflected from your subject moves a control needle which determines the lens opening. The result: correctly exposed pictures time after time!

Change shutter speed, and an automatic switch adjusts the meter and lens response. If light is too dim even for the *f*/2.8 lens, an automatic signal tells you to use flash. You don't even thread film—just drop it in!

Try for yourself all the swift, easy operating features of this camera . . . the single-stroke film advance . . . the click-stop "zone" focusing. Only $84.50, or $8.50 down.

from Kodak

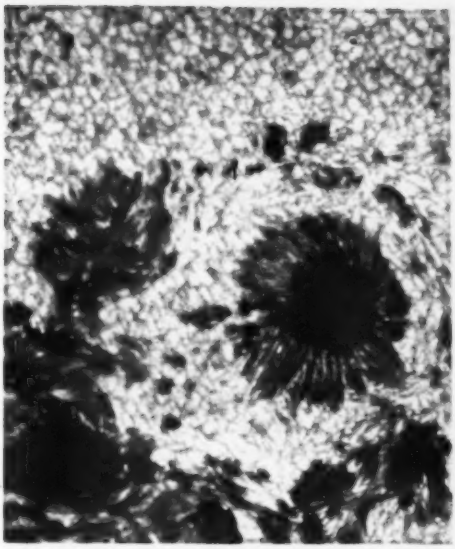
Spots on Sun Filmed for Clues To Radio Disturbances on Earth

Film—in a giant 35mm tele-camera—is bringing astronomers new facts about how happenings on the sun affect us here on earth.

Sunspots cause interference in long-range radio communications. They are being studied through thousands of 35mm photographs of the surface of the sun—taken by a telescope-TV camera system. Kodak films designed for astronomical and professional movie work are being used.

To get the pictures, the radio-controlled photographic equipment was carried by balloon to an altitude of 80,000 feet. This eliminated the shimmer and poor visibility caused by the earth's atmosphere. As a result, the pictures are far more detailed than any ever obtained by even the most powerful ground telescopes.

And the most searching pictures were taken on Eastman Background-X Film, a close relative of the famous fine-grain Kodak Panatomic-X Film used by amateur and professional photographers.



Pictures of sunspots reveal dark cores of relatively cool gases embedded in strong magnetic fields. Surrounding the cores are wispy filaments of outward-moving warmer gases. The sunspots shown here produced a magnetic storm on earth the day before the picture-taking flight.

Versatile Slide Projector Lets You Use Any of 3 Changer Systems

Mount and store your slides any way you want . . . choose any of three kinds of slide changers. This Kodak 300 Projector lets you build your color-slide collection without restrictions.

And it gives you great performance. The efficient lamp and condenser show both 35mm and super-slides brilliantly. The four-inch lens permits big-screen images even in small rooms.

A quiet, turbine-type blower pulls cool air in over your slides and around the lamp. Carrying handle is on the projector, not the cover, for extra safety. Cover snaps on—no extra carrying case to buy.

With Readymatic Changer and 4-inch lens, Kodak 300 Projector, $64.50; Kodak 500 Projector with extra margin of brightness, $74.50. Look at both before you choose.

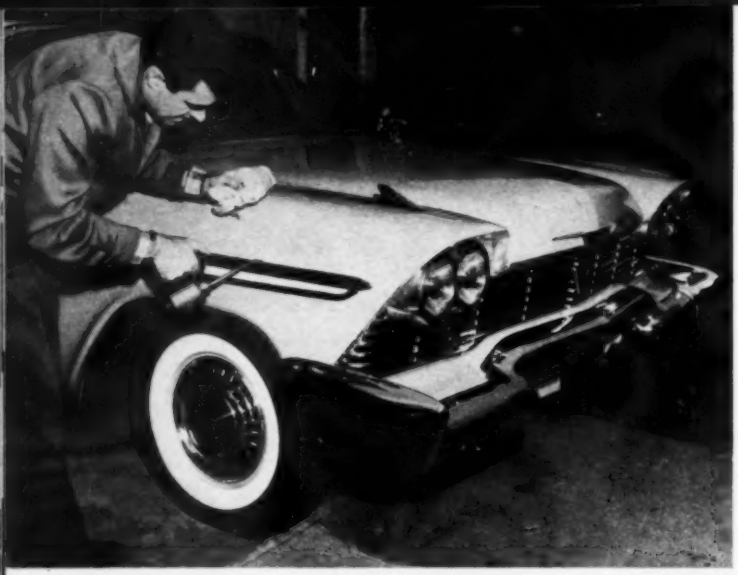
Prices are list, include Federal Tax, and are subject to change without notice.

EASTMAN KODAK COMPANY, Rochester 4, N. Y.

SEE KODAK'S "THE ED SULLIVAN SHOW" AND "OZZIE AND HARRIET."

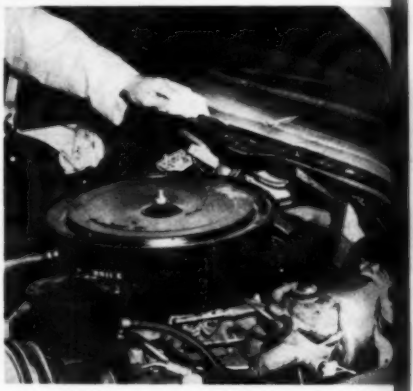
Kodak TRADEMARK

CAR KINKS



LAY DOWN a thin film of oil behind the chrome trim of your car to retard development of rust in these hollows where moisture gathers.

HAVING TROUBLE snapping your hub caps on and off? It may not be necessary to bend the lugs if you first dab a bit of grease on them before replacing the caps.



LOOSE OR WARPED rubber hood molding lets water into engine area during rain storms. Replace such molding, or re-cement in place if still in good shape.

JOTTING DOWN your blood type on your driver's license may save your life if you should be the victim of a serious accident and require a blood transfusion.

DUO-GLIDE — Harley-Davidson's finest is the luxury cruiser of motorcycles. Smoothest ride on two wheels. Newly styled and engineered for 1960. Available in the FL series or super-powered FLH models.

SPORTSTERS — H Model (shown) for highways or byways — rough going or smooth. Also Sportster CH for "driving" through the rough in "off-the-road" competition.

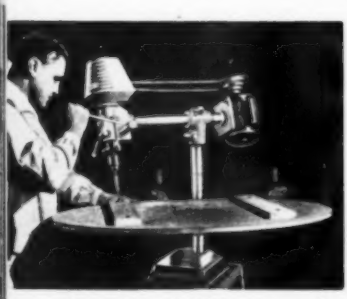
NEW SUPER-10 LIGHTWEIGHT — Harley-Davidson's newest wheels for the young and young at heart. Ideal for work, school and play. Exciting new styling. Up to 80 miles per gallon.

NEW TOPPER SCOOTER — Tops all others in beauty and performance. Fashioned in gleaming chrome and fiberglass. No shifting or clutching with *Scootaway* drive. Low center of gravity makes for easy handling.

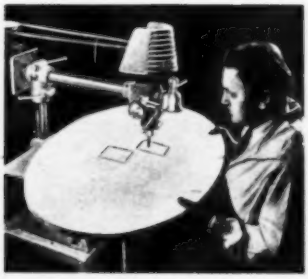
In '60 more than ever before, there's a Harley-Davidson for every purse . . . every purpose. We've added the new *Super-10* Lightweight and *Topper* Scooter. We've made the famous *Duo-Glide* and *Sportster* better than ever. See the all 'round line for '60 at your dealer's now. He'll show you how easy it is to own a Harley-Davidson with his easy-pay plans. Or mail the coupon for free, colorful folders.

Harley-Davidson
MILWAUKEE 1, WISCONSIN
Perfect Mating of Man and Machine

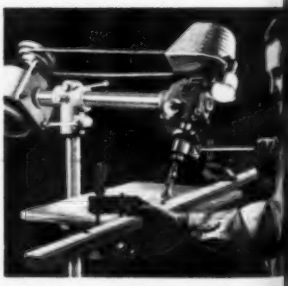
HARLEY-DAVIDSON MOTOR CO.
Dept. MI, Milwaukee 1, Wisconsin
Please send me information on
☐ Duo-Glides ☐ Sportsters ☐ Super-10 ☐ Topper
Name.....Age.....
Address.....
.....



Angular drilling for the splayed legs on a coffee table is no problem with this tool because the angle of right or left tilt can be set by a calibrated scale and locked into position. Resetting head to vertical position is simplified by setting of the automatic stop into a milled groove.



Spindle drilling on an extra long hand rail *does not* require a special fixture or jig because the head tilts. Big ¾" x 23¾" x 15⅞" table gives adequate support while remaining parallel to the base. Laminated wood work surface is mounted to a fully machined 8½" x 9" cast iron table.



Inlay routing in the cente of a 30" x 40" project is po sible because there is 16¾" c pacity between the column an the router bit. Use of the faste of the four speeds availabl makes this a smooth operation Controls are conveniently grouped "up front" for safe positive action.

New radial drill press

makes "impossible" drilling easy

DELTA 32" RADIAL DRILL—basic machine complete with ½" capacity geared chuck, belt and motor pulley.
Weight 85 lbs—only **$89.50** (slightly higher in the West).

Here's just what you'd expect from Delta—a brand new radial drill—specifically designed to handle drilling jobs you *can't* do on a conventional drill press. There is almost no limit to the flexibility this tool puts at your fingertips—and you'll really appreciate the big capacity. The head swivels 360° around the column, tilts more than 90° left and right, travels almost a foot forward and back—yet the work always remains parallel with the base. You can drill to the center of a 32" circle, rout, sand, mortise, do dozens of operations at your choice of four speeds (700,1250,2400,4700 r.p.m.) on a wide variety of materials.

You can count on this tool to extend your skill, broaden your range of projects. And because you know tools, you know you can count on the precision, ruggedness and safety that Delta's 31 years of experience build into tools used throughout industry and in home workshops.

Consider the many ways you can do more jobs better, quicker and easier with the *newest* Delta tool—you'll want to see the Radial Drill in action! Visit your Delta Dealer (he's listed under "TOOLS" in the Yellow Pages) or your leading Department, Hardware or Building Supply Store. Do it soon!

See the world's most complete line of home workshop power tools and accessories—pictured and described in this colorful, FREE Homecraft catalog. Write to: Rockwell Manufacturing Company, Delta Power Tool Division, 556B N. Lexington Ave., Pittsburgh 8, Pa. In Canada: Rockwell Manufacturing Company of Canada, Ltd., Guelph, Ontario.

DELTA POWER TOOLS
another fine product by
ROCKWELL

[*Continued from page* 139]

and you can continue right through, lapping them while the resin is wet. However, you can stop at any point when a full piece of cloth is saturated, let the resin harden and proceed with the next piece at a later time. When the bottom is covered, lap the cloth on the underside of the chine and work down the sides. After the first complete layer is on and the resin is hard, take a disk sander and feather all laps. They can be smoothed so that they're hardly visible. Also sand any resin runs that may have occurred.

A layer of Fiberglas matte and a layer of cloth follow. We applied both at once, saturating the matte through the cloth. Start with the bottom again, laying on sections and overlapping them as you progress with the application of the resin. However, don't press the roller into the cloth; distribute the resin lightly and evenly. Be sure there are no dull spots and work out all air bubbles. Then let the resin harden and sand the whole boat. If necessary, a finish coat of resin can then be applied and sanded lightly.

Removing the hull from the mold is the next step. Start at the transom and simply pull the Fiberglas away to free it. Don't be alarmed at a cracking noise for this is only the mold release giving away. Then continue pulling around the gunwales. After this, thin pieces of oak can be slid under the shell to help break it away up to the chines. The last step is to exert upward pressure on the Fiberglas transom with a pair of bumper jacks and then hammer all around the bottom, using a soft pine block to cushion the blows. You'll be able to hammer with a good deal of force and, before long, the shell will part from the mold. Then lift off the hull and block it upright on the ground for finishing.

Finishing the hull proceeds rapidly from this point. First the inner and outer sheer clamps are installed. To bend them as required, you'll have to steam them. An eight foot length of pipe is capped at one end and two quarts of water are poured in. Then one or two ten-foot strips of ¾x 1¼-inch oak are inserted and the open end of the pipe is stuffed with cloth. With the capped end of the pipe in a fire, the water boils and produces steam in After about a half hour, the wood w soft enough to bend easily. Take it and immediately clamp it in place a the outer sheer. When the outer s clamps are dry, your metal clamps ca opened up to include the inner s clamps. Then, while the metal clamp still in place, drill and countersink holes for 1¼-inch, No. 8 flathead b screws, spacing them three inches a Drill from the inner to the outer s clamp, right through the Fiberglas. T turn in the screws and release the m clamps. The ragged, projecting edge o Fiberglas can then be trimmed off.

Next the breasthook is installed w 1¾-inch, No. 8 flathead brass screws p ing through from the outer sheer clam Then the chines are fitted in. They're 1¼-inch oak, 14 feet long, and also req steaming at the forward ends. They're fastened but braced in place until o structural members are added.

The ⅝-inch plywood inner trans notched so that it fits over the chines, g in next. It is secured by passing 1¼-i No. 8 flathead brass screws through hull from the ⅜-inch plywood outer tr som. Space the screws around the outs at six-inch intervals. Brass angles are u between the inner transom and the in sheer clamps. When the installation is co plete, the outer transom is covered w a layer of Fiberglas.

At this point the keelson is installed tween the base of the transom and stem. The aft end is cut at a 15° angle it is recessed one-quarter inch into t transom. The forward end is fitted to stem and is secured by means of 1½-in No. 8 flathead brass screws through p wood doublers on either side of the b joint. Then the frames can be fitted o the keelson. Be sure to cut the limber ho so that bilge water can flow the length the hull along the keelson. To hold s frames, use angle braces at the keelson a at the sheer. On each side, an oak ste rabbeted into frames two and three a secured with glue and screws. Follow the detailed drawing on page 136, the st with the walk-through back and compa

ents can then be installed.

After putting in the floor forward of the at, an angled piece of ⅝-inch plywood is tted in to serve as a footrest and a support for a half-inch plywood storage deck the bow. The complete deck and footrest sembly, when covered with Fiberglas, ecomes an air chamber which helps provide flotation in the boat.

The self-draining well is next. Follow he drawings, installing all the plywood anels with glue and 1¼-inch, No. 8 flathead brass screws. Before putting in the ottom panel, Fiberglas all the joints with natte. Then, with the bottom panel in lace, Fiberglas the whole interior of the vell to make it completely watertight.

When the frames, seatback and well are nstalled to your satisfaction, they are then onded to the hull with Fiberglas. First, however, be sure that all the mold release vax is removed from the interior of the hull. We found it faster and easier to use paint scraper rather than the solvent old by the dealer. Any gaps between the wood and the hull are filled with resin and Fiberglas matte and then the cloth is pplied as shown in one of the photographs. Be sure the limber holes are not blocked when the cloth is put on.

The forward deck beams are cut from ¾-inch oak to a 21-foot arc. This gives a crown of three inches at the rear center. Each deck beam is half-notched to mate with half notches in the center beam and is tied into the sheer clamps with angle braces. Other longitudinal plywood braces are cut so that a well for small articles can be formed between the V dash and the straight dash. The two braces on the right extend into the cockpit to form a mount for the steering wheel panel. When the framing is complete, the V dash and the straight dash panels are installed.

The deck beams are covered with half-inch plywood which is put on in two sections that butt along the centerline. Each section is fastened to the beams with one-inch flathead brass screws spaced four inches apart. Countersink all screw heads just a little below the surface. When the deck is on, the ¾-inch mahogany gunwale cap can be butted against it and continued down each side to the transom. This capping is fastened to the inner and outer sheer clamps with 1¼-inch, No. 8 flathead brass screws spaced six inches apart. Alternate the screws between the clamps and countersink for wooden plugs on this finish surface. Then the quarter-inch mahogany plywood gunwale cap can be installed from the butt joint forward to the bow. This forward capping is glued in place and held with clamps until dry.

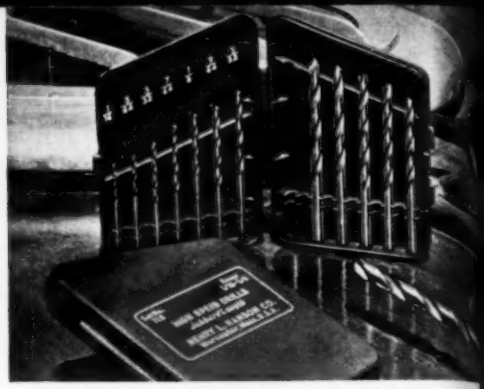
The center deck and the unfinished part of the deck around the well is done next. Each section is fitted with a half-inch plywood underdeck which is screwed down in the same manner as the forward underdeck. They may then be finished with strips of ⅛x3-inch mahogany veneer which is glued in place. These same finishing strips are glued down on the forward underdeck after the windshield is in place.

Details of the windshield appear in the drawings on pages 136 and 137. The frame is solid mahogany stock rabbeted for $\frac{3}{16}$-inch Plexiglas and quarter-inch square aluminum which holds the Plexiglas in place. The whole assembly is mounted with screws from the underside when all the woodwork has been finished in the boat.

Installation of the floorboards completes the major woodwork in the boat. After that, a mounting block for remote controls and an arm rest are installed on the right side. Before the final trim is added, it's best to do the necessary painting and varnishing.

Finishing is preceded by a general sanding of all woodwork. Then the fir plywood gets a coat of Firite followed by a light sanding and two coats of marine enamel. The mahogany is filled and stained in one operation with a paste wood filler. Then it gets at least three coats of spar varnish, the first coat being thinned 50 per cent with turpentine and the others full strength. Sand lightly between each coat and rub the last coat down with a thin paste made of pumice stone and water if you want a satin finish. Last, varnish all the trim and fasten it in place. Then add the hardware and lights and proceed with the launching. We'd recommend at least 35 hp on the transom of Skimabout and anything up to 80 hp can be used. •

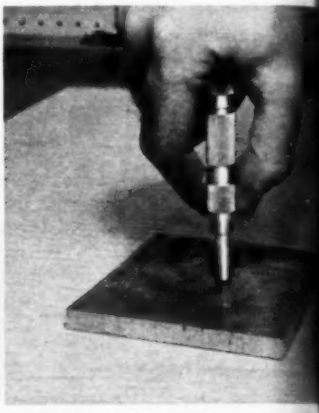
MI's HARDWARE STORE



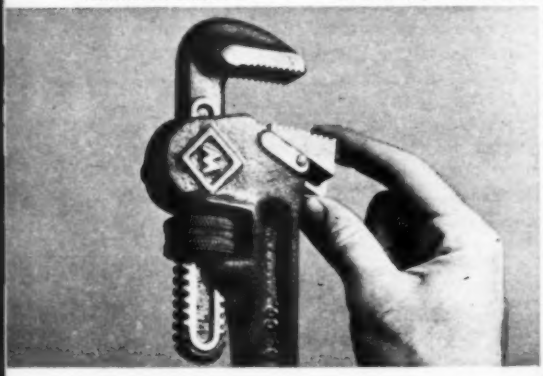
POCKET DRILL KIT contains 13 high-speed drills, 1/16 to ¼ inch, in a polyethylene case; $6.25.
Henry L. Hanson Co., Worcester, Mass.

LITTLE GIANT automatic fire alarm shrieks a whistle at 135° F; $3.98.
Sta-Dri Prod. Co., 147-47 6th Ave., Whitestone 57, L. I., N. Y.

WOVYNFOLD ACCORDION doors make moving walls or room dividers; priced from $9.45.
American Accordion Fold Door, Inc., 175-35 Liberty Ave., Jamaica 33, N. Y.



AUTOMATIC CENTER PUNCH with built-in striking mechanism marks without hammering; $2.75.
L. S. Starrett Co., Athol, Mass.

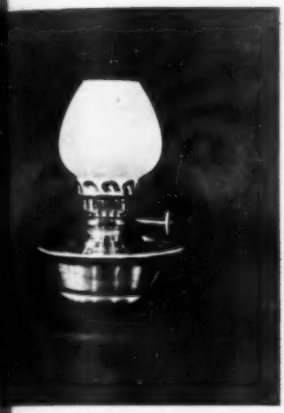


SLIDING JAW of pipe wrench is self-adjusting; 10- to 24-inch sizes $3.50 to $9.55.
Wheeler Mfg. Corp., Box 688, Ashtabula, Ohio.

LIQUID IRON adhesive bonds everything—even wood to brick, as pictured.
Cycleweld Chemical Prod. Div., Chrysler Corp., Detroit, Mich.

TISSUE DISPENSER features self-leveling cover, can be matched with tray; $1.79.
Rubbermaid, Inc., Wooster, Ohio.

SCREW DRIVER KIT has Phillips and regular bits, an extension and handle; $4.88.
Vaco Prod. Co., 317 E. Ontario St., Chicago 11, Ill.



HURRICANE LAMP for boats burns kerosene, rights itself in any weather; $2.25.
Mariner's Mart, Maidstone Boat Yard, E. Hampton, N. Y.

TIMER turns on or off electric appliances at selected hours. Once set, it performs its tasks day after day; $10.95.
The Gift Shop, Dept. MI, Box 3, Menlo Park, Calif.

E-Z-C WINDOW washer dries 'em too; liquid's in hollow handle; $1.98.
Dorothy Damar, 754 Damar Bldg., Newark 5, N. J.

NEW ITEMS

Permanent furnace filters are now made by the Safeguard Corp, Dept. NPM, Lansdale, Pa. . . . Triangle combining protractor, straightedge and scales in one tool is sold for $2.00 by Draft-All Triangle Co., 152 West 42nd St., New York 36, N. Y. . . . W. & J. Sloane's furniture polish is available from Laramie Chemical Corp., Sloane Labs Div., Box 266, Ridgeway Sta., Stamford, Conn. . . . Disposable, heat-proof bags for ashes are being marketed by International Paper Co., 220 E. 42nd St., N. Y. 36, N. Y., $20 for 200 bags. . . . Howard's Tax Saver keeps a daily record of tax expenditures for The Day; $2.95, Charles Howard Co., 5935 University Ave., Indianapolis. . . . Rubbacrete is an adhesive for bonding wood floors to concrete; Rubba, Inc., 1015 E. 173rd St., N. Y. C. . . . A one-tube TV and FM booster by Blonder-Tongue Lab., 9 Alling St., Newark 2, N. J.

DRILL PRESS has 32-inch reach for wide stock, four speeds, tilting head; $89.50.
Delta Power Tool Div., Rockwell Mfg. Co., 400 Lexington Ave., Pittsburgh 8, Pa.

BICYCLE RACK

Make this six-bike rack without threading a single piece of pipe!

By John Michaels

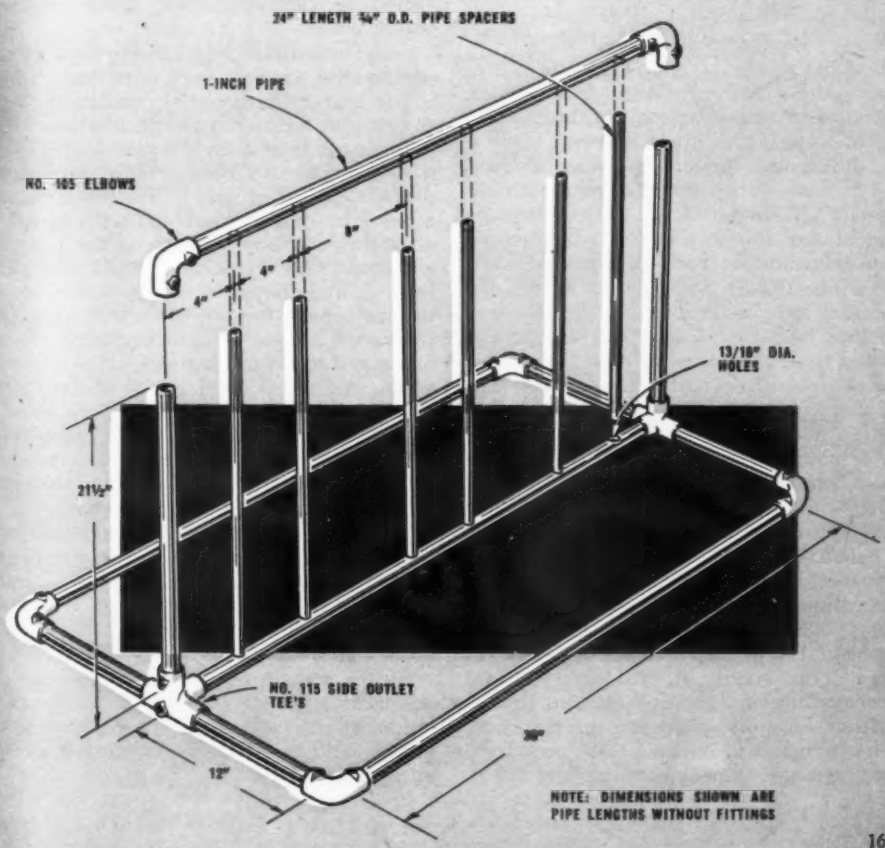
SLIP on some fittings and tighten setscrews. Outside of cutting tubing and pipe to length, that's all that's required to build this rack which holds up to six bikes—and it's a great thing to have on the premises when Junior's bike brigade comes calling.

The fittings which make assembly so easy are manufactured by the John Hosking Co., 1704 Howland Place, Cincinnati 23, Ohio, and are sold through hardware outlets. Instead of interior threads, they have setscrews housed in diamond-shaped bosses and these screws are simply turned down on the pipe or tubing. The company makes a complete line of fittings for all types of pipe and tube structures and the handyman can now do a professional job without cutting a single thread. In fact, with the adjustable elbows, tees and other fittings in the line, bending of the pipe or tubing isn't even necessary.

To make the rack, 1-inch and ¾-inch O.D. galvanized iron pipe is first cut to size with a pipe cutter. In the 1-inch piping, you'll need four 36-inch, four 12-inch and two 21½-inch lengths; in ¾-inch pipe, you'll need six 24-inch lengths. After drilling $\frac{13}{16}$-inch holes in the horizontal center sections, spacing them as indicated on the drawing, you just work from the bottom up, slipping on fittings and tightening screws. •

BASE of rack is assembled first. Piping doesn't have to be threaded for fittings.

SPACER PIPES fit into holes in the larger pipes and then the top elbows are secured.



Car Care: Try Something Simple

[*Continued from page* 147]

freeze is alcohol. Some gas tanks are vented by their cap. This recalls a trick used by one owner to foil car thieves. When he left his car unattended he replaced the gas cap with one that was purposely unvented. Without air pressure working in the gas tank the engine would soon run out of gas.

A skip in the engine may be the result of oil being forced up past the piston rings, the result of excessive crankcase pressure. Remedy is to clean out the vents—the oil filler pipe and the crankcase ventilator. A clogged air cleaner will make the engine draw in a higher ratio of gasoline to air. This means lower gas mileage.

Power brakes have a filter in the air intake which can cause trouble with the system if it becomes clogged. When rear axle lube works into the rear brakes an experienced mechanic always checks to see if the housing's vent is clogged.

Serving as a brake on the throttle to prevent stalling during sudden deceleration, the dashpot control on some carburetors is one of those little things that can make a big difference. Maybe you have already had occasion to discover the importance of correct adjustment of the throttle linkage control for the automatic transmission. Clunking and incorrect "shift points" often are nothing more serious than a need for checking this linkage. One driver became worried because of clunking during the second to third shift and found that all his mechanic did to correct the condition was to shorten the transmission rear rod a little. Another driver thought he was due for a fancy repair bill when he found his automatic transmission was sort of undecided whether to stay in third or to shift to high during light throttle operation. This is called "hunting." It was remedied by adjusting for a longer throttle rear rod.

A slipping automatic transmission usually panics most drivers the first time it happens. It's usually caused by a low oil level. This condition will stop normal downshifting and generally means erratic shifting. Low oil will make the transmission overheat and in some cases produce a buzzing noise. Slippage can also be due to an improperly adjusted manual control—a common trouble that is easily fixed.

If your car creeps forward when in reverse, don't run to your psychiatrist. The trouble may be nothing more serious than the need for rechecking the manual control. A low growling often heard when first starting out is produced by cavitation of the cold oil. Just keep going and the noise will disappear.

Ever have the turn indicator light start flashing way below the usual normal rate? It means the trouble is a burned out bulb for the turn signals in the front or rear of car. If both stoplights fail, check the fuse.

The owner of a standard shift car heard noise in the clutch with the pedal up. He figured he was faced with a binding release fork, a loose disk hub or a broken pedal return spring. The trouble was easily corrected by restoring some "play" in the clutch pedal.

Some motorists find it hard to restart the engine after a short period of parking. This is due to a combination of conditions. The engine may be running hotter than normal because of a winter high-temperature thermostat or possibly because of a cardboard placed across the lower half of the radiator core. A hot motor combined with gummy oil and deposits of varnish on the pistons will cause slow cranking. Oil additives will help. A little patience will go a long way toward preventing the battery from being weakened through futile cranking. Wait five minutes and the engine will likely start again. An overlooked cause of fan belt noise is misalignment of pulleys. Now that we have belts to drive the water pump, the air conditioner compressor, the power steering system, the generator and the fan, pulley alignment is most important.

Engine vibration can be diagnosed by taking a compression test. If cylinders have excessive uneven compression the engine will vibrate as badly as though it had a sprung crankshaft, loose fan blades, or "missing" spark plugs.

So try something simple if your car is not perking properly. There's no use making a Federal case of car trouble that may easily yield to a five-cent idea and a few minutes work. •

Duck Decoy

[*Continued from page* 148]

remote control model airplanes. Anyone who has put together radio-controlled model airplane or boat kits can duplicate this project.

Movement of the duck in water is provided by a six-volt electric motor which drives the propeller. A two-tube receiver operates the rudder. The transmitter is part of a kit available in most hobby shops.

The 14-inch antenna wire is concealed by curling it into the hollow of the duck's neck and beak. Battery boxes and relay are glued securely to the base with model cement. Masking tape is painted the same color as the decoy's body for camouflage purposes and is used to keep the decoy's cover on tight enough to eliminate the possibility of water getting inside. •

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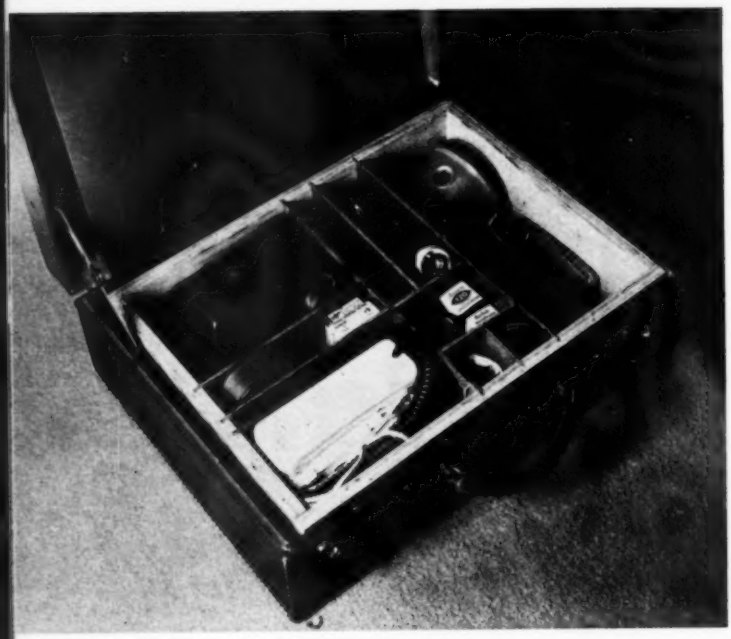
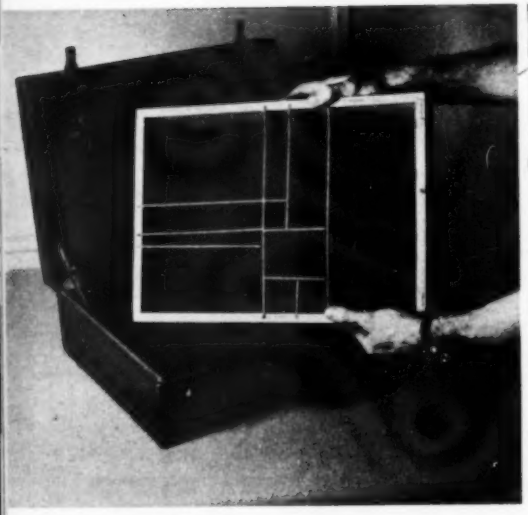
PRINCE ALBERT

PHOTO HANDIES



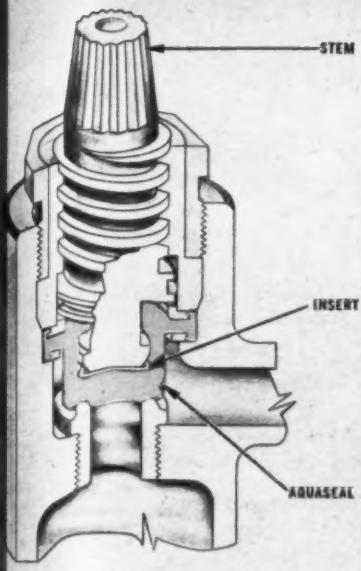
ATTACHE CASE can be converted to an ideal carrying case for your photographic equipment by constructing a partitioned frame insert with compartments so spaced that all necessary paraphernalia can be fit snugly in place.



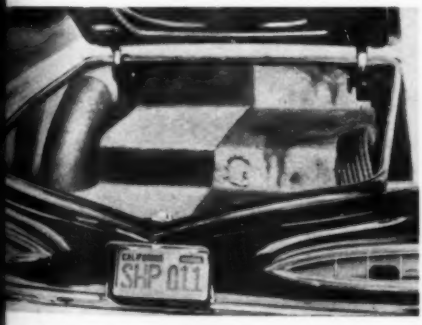
FRAME SIDES are of ¼-inch stock; partitions are ⅛-inch plywood. Partitions span facing dadoes cut into sides of the frame.

CLIPBOARD makes a handy platform for holding photographs securely while you do those tinting, touch-up and spotting jobs.

WHAT'S NEW?



LEAKPROOF faucet has diaphragm instead of washer. The stainless steel insert acts as a bearing plate for the moving stem.
American Standard, 40 W. 40th St., N.Y.C. 18



WORN car trunks can be spruced up with do-it-yourself Flok-Kraft kit. The material is sprayed on and dries to a velvet-finish.
Flok-Kraft, P.O. Box 61007, Los Angeles, Calif.

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WAX PAPER disk, pressed down around rim of can, will keep a skin from forming on the paint if you interrupt work.

NOTCHED plywood cover prevents thickening of paint in can when you are working in the sun.

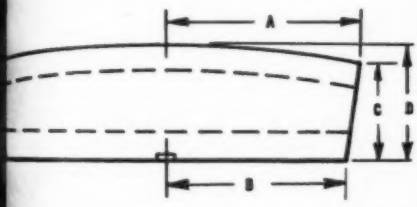
Paddle Boat For Kids

[Continued from page 119]

l pieces to size as shown in the drawing. Next, glue and screw the side panels to e cross frames. Install the ¼x¾-inch k center batten as shown, notching it rough each frame and half-through the ansom. Plane the edges of frames and de pieces to insure a snug fit for the exiglas and the top and bottom Tem-ered Masonite panels.

Fix the window to the bottom of the tch well with ¾-inch brass wood screws 1½-inch centers. Drill and countersink e Plexiglas before bedding it in an even yer of waterproof glue, then secure it ith wood screws. The deck and bottom nels are similarly glued but are nailed ith Anchorfast boat nails. When the ue dries, plane the edges flush with the des.

Saw out the hatch opening above the lexiglas and glue and screw the hatch ombings in place. The hatch cover is ⅛-ch Tempered Masonite over a ¾-inch ipe frame; attach it along the forward ige with a brass piano hinge. Secure the ose block in place with screws and shape to the contours of the boat. Fill screw oles with plastic wood and sand smooth. asten the half-round gunwales in place, en apply a good undercoating to the boat llowed by a finish coat of marine paint. •



STATION NO.	DIMENSIONS IN INCHES			
	A	B	C	D*
1	9½	9⅜	1⅛	1¾
2	10⅜	9-11/16	4½	5¼
3	10¾	9⅞	5¾	7
4	11-1/16	10-13/16	1⅛	2
5	11⅛	11	1-1/16	2
6	11⅛	10-3/16	5¾	6¾

*OVER-ALL DIMENSION; USE TO SELECT BOARD WIDTH.

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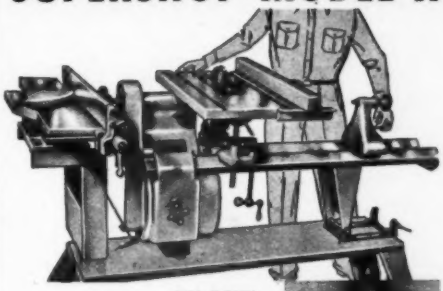
SUPERSHOP MODEL X



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Tom McCahill Reports on:

The Killer—Carbon Monoxide

Any grammar school kid with an IQ of 2 knows that a typical automobile engine produces poisonous carbon monoxide fumes. This deadly gas is odorless and invisible and packs enough wallop to kill the entire population of Rhode Island on a tankful of fuel—if conditions are just right.

Yet few people worry about carbon monoxide dangers, figuring it's out the rear stack, which makes it a problem for the daisies, not them. Even an audibly leaky muffler doesn't excite the average driver too much because you rarely hear of a guy dying from leaking exhaust fumes. However, carbon monoxide can cause you to kill yourself. In the end you're just as dead either way.

The F.B.I. felt strongly enough about it to make an extensive search some years ago into the part carbon monoxide played in many unexplained accidents. They found that truck drivers on long hauls frequently fell asleep and went off the road —probably from drowsiness caused by carbon monoxide from a muffler or manifold leak.

Carbon monoxide can make you kill yourself by slowing up your reaction time to a point where stepping on the brake to avoid running over Aunt Nell becomes a major chore.

To ignore a faulty exhaust system is like playing catch with a bottle of nitroglycerine. My advice is to check your muffler and exhaust system regularly—and if you find any signs of corrosion or leakage, have the faulty part replaced right away. AP mufflers and pipes are the endurance champs in their field, because they have thicker, coated steel. AP is the world's largest manufacturer of replacement mufflers and pipes with over 100,000 dealers. Look for the red and white AP "Free Muffler Check" sign at stations everywhere. They sell mink coat mufflers and pipes at muskrat prices.

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1. Here's an 18-inch scale model of the Chevrolet Corvette. It has a Fiberglas body, takes a .14 gas engine and will do about 40 mph. Real head and tail lights add the realism.

2. Scamper is a powerful propeller-driven car or that will speed down a runway, at the end of a tether over the water at speeds ranging from 20 to 40 mph. Length is 15 inches.

3. The North American Navion is a smooth-flying control-line model. It has a 36-inch wing span and takes .19 to .49 engine. Plans include photos, material list and instructions.

Send 50¢ for each plan ordered to Mechanix Illustrated Plan Service, Fawcett Building, Greenwich, Connecticut

Please send me the plans I have checked. I am enclosing the required amount.

☐ Corvette No. M-243
☐ Scamper No. M-242
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I am also enclosing 10¢ for your latest MI Plans Catalog containing pictures and descriptions of 132 plans. ☐

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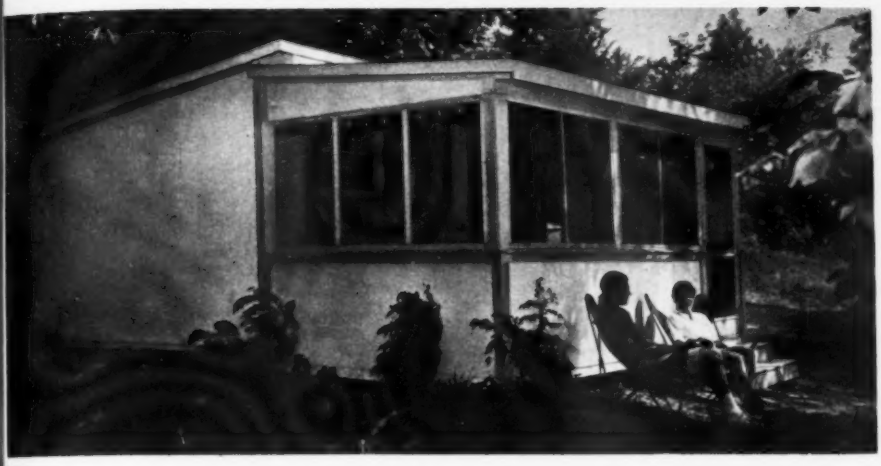
BUILD A MODERN VACATION HOME



PLANS ARE AVAILABLE for this inexpensive summer retreat. The main cabin, which is 12'-4"x14'-4", can be built for only $275! An 8'x14'-4" porch can be added for little extra cost and even further expansion is quite simple. Why not order complete plans now? Just send $2.00 to MI Plans Service, Fawcett Bldg., Greenwich, Conn. Please specify Plan No. HJ-30, Summer Cabin.

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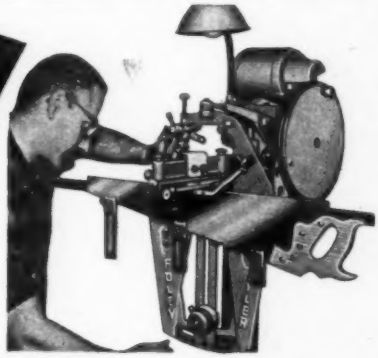

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The '60 Pontiac

[*Continued from page* 92]

brought word that Hasinger had a big deal pending in Philadelphia and must be back the next morning. So, thoroughly pooped and again in the dark, we banged our way through the mountains until we got to some hardtop and then made our way to Knoxville, Tenn. to leave Dave at the airport. The next morning at five, after a good night's sleep, McMichael and I pulled out of Knoxville heading for home, loaded to the roof not only with our equipment but the gear of several other hunters. It was a long tedious pull through more than 50 towns but that night, 737 miles later, we pulled into my driveway, not the least bit tired. The reason we weren't tired was that the Pontiac handles like a polo pony and steers like a feather.

In addition, we had a new gimmick known as "Magi-Cruise" which is a real poor man's version of the "Auto-Pilot." This job keeps the throttle set at any position pre-determined by you, which cuts driving effort on long trips by at least half. To get it into Magi-Cruise you bring the speed up to say 55 or 60 mph on the level and just tip the brake pedal with your foot. This locks the throttle in that position. To get out of it, just touch the brake pedal again lightly and the whole thing's called off. Unlike the Auto-Pilot, it doesn't compensate for going up or down hill and you might suddenly find yourself doing 80 mph where you had been doing 50 mph a moment before. However, it is simpler to reset than the Auto-Pilot, once you get the hang of it, and it's easier to increase speed by just a couple of foot movements. The whole Magi-Cruise unit sells for just over 12 bucks, which makes it a real bargain. Any guy who buys a Pontiac and intends to go further than the drugstore will find the Magi-Cruise can also save him quite a lot of gasoline by keeping his throttle pressure rock-steady.

This Pontiac took quite a few miles before it was really broken in—in fact, just over 2,000. Suddenly the gas mileage jumped from 12.5 mpg to 16.5 mpg. The power plant was Pontiac's full-house Tri-Power job which won't have to take a back seat to any performance car in the world. As most of you know, Pontiac has been the

Speed King at Daytona Beach for some time in the flying mile and in 1959 it took the standing-start mile also. Our Bonneville test wagon, with a 900-pound load aboard, including passengers, can still break under nine seconds for 0-60 and top 120 mph by a mile or two. Unloaded and with just the driver aboard, this big flat-backed wagon will ring off 0-60 mph in 8.2 seconds and just about cream all the dragsters you're apt to bump into at a traffic light.

I got my first crack at the 1960 Pontiac many months ago when I tried out a sedan in Michigan. The big news at Pontiac was not the fact that it was the champ of the medium-priced field in sales *and* performance but that many people considered the '59 model the best-looking car on the road. Despite this, Pontiac prexy Bunky Knudsen and his pixies elected to make another complete style switch for 1960—a real gutty maneuver when you are leading the pack. As Knudsen explained it to me, trying to carry the same styling for two years has proven harmful to some other companies, even though it was the best-looking at the time. Whether you think the new '60 Pontiac is better-looking than the '59 is a matter of conjecture—some do and some don't. The only fault I can find is that the '60 is not as easily recognized as the 1959 model. By mid-1959 almost anyone could spot a '59 Pontiac coming down the road a block or two away, due to its unique grille. The 1960 car might look like one of several makes until you get fairly close.

I don't pretend to be an authority on styling but I must point out that Pontiac styling for 1959 was outstanding. Knudsen thought it was responsible for at least 50 per cent of the car's success. However, he probably was smart to switch, as the 1960 Edsel started off with an almost carbon copy of the '59 Pontiac grille and the Edsel was out of business before Thanksgiving. Knudsen once told me that the automotive business is the biggest poker game in the world: make the right guess and you're a hero, make the wrong one and you're a bum. No one in the world can fathom the public's likes and dislikes from month-to-month. In the privacy of his home Knudsen also told me under direct interrogation

[*Continued on next page*]

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that the top athletic ability of his cars wa undoubtedly responsible for the other 3 per cent of their success.

Back to the 1960 Bonneville Safari: W selected the station wagon for this te because the sedans are just sedans, lik many others. The reason the Bonnevill has appeal is because in its station wag suit it still has enough moxie to outrun an outdrag just about any other sedan in th world—and that's a pretty good trick. Un like many wagons, this one is loaded wit features, one of which is the new dom light which has a small spot that can b directed to any part of the interior, suc as a map being read by one of the pa sengers. The air conditioning is excellen In cold weather, though, unless the heate is on Full position, back-seat passenger stand a good chance of being frozen lik popsicles while the driver basks in tropi comfort.

The oil and temperature gauges ar strictly for the birds, being of the idiot lig variety, and gave me a great deal of con cern when I was bouncing the crankcas off rocks. If I had punctured the case might have done a lot of damage befor I found out. By the same token, the hea gauge doesn't turn red until the engine i already nine shades hotter than a nake Nigerian in a tank of Sloan's Liniment The bumper jack that comes with the ca is hardly designed to bring smiles to you insurance agent's face. The headlights ar the same as on most other American car today—lousy. They are especially annoy ing when there's a big load in the back and you are hitting the oncoming driver right in the puss with your low beam while your high beams are zooming over the trees. However, these are bad desig faults common to many other cars today.

In summing up, the Pontiac Bonneville Safari can outrun just about any sedan made. The suspension would be a lot bet ter with some more stiffening. The ca is a little too sloppy around some bends However, after a few hundred miles o driving you learn how to compensate for this very well by squaring the corners quickly, instead of making big arcs. The car is extremely comfortable and on a long trip you won't miss not being in a sedan one bit. The steering is excellent, the Hydramatic transmission is the best—and we

definitely proved the ruggedness of the chassis.

The 1960 Pontiacs are good-looking, though not as distinguished as a year ago. They are top performers and thoroughly comfortable, which is quite a package when you stop to consider that underneath all this you are driving the Performance King of the Nation. •

McCahill Tests Dodge

[*Continued from page* 96]

through feature, mounted high and easy to read. The styling is trim and, in my opinion, good-looking. In fact, the entire package seems to contain all the ingredients to make it an attractive and reasonably-priced buy. Add the fact that it utilizes the Chrysler torsion-bar suspension, best in the industry, and you have a lot of reasons for looking deeper into what the Dart may prove to be.

I have been an automotive consultant to DuPont for some years. About two months after my Dart test, I got a phone call from the company one day when I was on my boat. They said they were looking for a car to use on a rugged run from Seattle to Alaska and the Arctic Circle to test out some anti-freeze. They asked me to pick out a new car for them to run.

Considering the rugged terrain to be covered, which might include snow, rough dirt roads and just about everything you wouldn't expect on a turnpike, I knew suspension had to be an absolute must. Since DuPont wanted a full-size car without oversize, the Dart was my selection. A couple of weeks later, Bill Carty, Advertising Manager of DuPont's anti-freeze division, picked up a Dart and headed for Seattle. Here are some of his findings (and if you read the papers regularly you must know that DuPont doesn't own any Chrysler stock—in fact, they own roughly 23 per cent of General Motors).

On the open roads where speed limits are only a suggestion, he kept the Dart running between 75-80 mph wherever possible. Despite this hard break-in, when the Dart arrived on our northern West Coast it had averaged 17.8 mpg at the

[*Continued on next page*]

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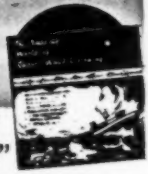

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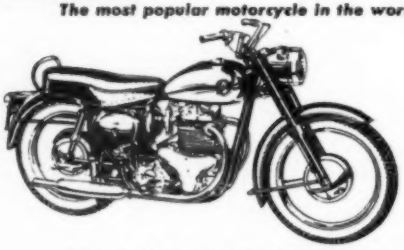

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highest cruising speeds possible. The only complaint the DuPont boys had was that the windshield wipers lifted away from the windshield at speeds above 60 mph.

After the trip to Alaska started, over open gravel and dirt roads before the AlCan highway was reached, speed was held to around 80 mph. It was on this gravelly dirt road that the advantages of the new Unibody construction became apparent. As stated earlier, these body-and-frame units are dipped, not only to seal against corrosion but to fill any seams as well. There were three cars in the caravan: two almost-new '59 cars and the '61 Dart. All the clothes, duffel, camera equipment, etc., carried in the two '59 cars were covered with a layer of fine, whitish, gritty dust—even in the trunks. The Dodge Dart, with its sealed Unibody, remained absolutely dust-free.

The test trip was an entire success and the Dart made it to the Land of the Eskimos without a balk. The best way I can show you how Bill Carty felt about the car is to tell you the first thing he did on his return home was to order a brand-new Dart for himself. I understand one of the other DuPont boys on the run did the same thing. To say the least, DuPont was thoroughly satisfied with my selection—which was peachy because if I'd goofed I'd probably be working for McMichael's Amalgamated Chemicals next year.

One thing this Dart is going to do is to show us all pretty quickly whether or not Americans want smaller, easier-handling cars. During the course of a year I get many letters from readers who claim they need lots of interior room but want to know why our standard cars must be so big on the outside with such ramp-like overhangs. Well, if they really want a car with ample interior dimensions but not too much bulk on the exterior, this Dart, with its large choice of engines from an economy six to a wildcat double-barreled V8, should provide a pretty obvious answer.

In summing up, the Dodge Division of Chrysler has had a few good years and a lot of lean ones. The full-size car, right in the middle of the medium-price field, has had to face competition that was the roughest in the entire industry, from such makes as Mercury, Pontiac, Olds and all the deluxe models of the Big Three. Dodge

has always been a good car. But so have some of the others. The Dart is actually unlike anything Dodge has built in many years. It is a car with a medium-price name selling in the low-price field and ready to undersell all but the panic models of the Big Three. If the boys keep screwing them together right, the Dart should once again put Dodge among the five top-selling cars in the world. If it doesn't then you can discount all that talk about "what we want is a small car with lots of room" as just so much heated air. •

About Your Mind

[*Continued from page* 87]

final average came out much higher than could be accounted for by chance alone.

Some of the subjects were better than others. One girl, locally known as psychic, averaged 18 hits out of 25 in 74 runs. Once she guessed all 25 cards right. This fantastic feat was also repeated by a man and a girl of ten.

Clairvoyance. If telepathy is mental radio, then clairvoyance can be called mental television. To prove its existence, Rhine had his aides "tune in" the ESP cards as they were dealt at random out of sight. Through a total of 12,000 runs, there was an average of 5.83—a fraction higher than the pure chance figure of five.

Psychokinesis. Can crapshooters "control" the dice? To find out, Rhine had his aides throw dice, "willing" the dice to come up seven. And they did, many more times than chance would allow. During one run, one student made the dice roll exactly as he wanted, anything from snake-eyes to boxcars, more than half the time.

Precognition. The so-called Sixth Sense has many names—intuition, hunches, premonition, prophecy. Among many substantiated incidents is one of an officer during the war who refused to board a certain military transport, having a strong "hunch" something would happen. The plane left without him and later crashed, killing 12 men. Two cases are on record of people who were "warned" by dreams that the Titanic would sink and cancelled their tickets. History proved how right their

[*Continued on next page*]

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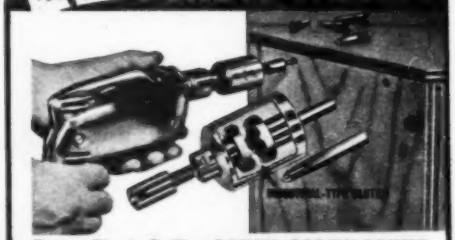

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Psychogenesis. Are there authen cases of faith cures? Dr. Alexis Car noted English surgeon, witnessed what regarded as true "heal thyself" mirac at Lourdes. And modern psychosoma medicine teaches that a healthy mind c create a healthy body by using power psychogenic forces that we have with us. Cancer specialists are admitted baffled when an occasional "terminal" p tient, who is supposed to die in weeks, w live on for years with his deadly tum completely vanishing.

Inspiration. Ask any genius where t idea for his great discovery or inventi came from and he will shake his head. just pops into his mind, out of nowhe Could we all summon up inspiration a become geniuses, if we knew how?

Rapid Calculation. Many unschool people have performed incredible men feats, like human adding machines. Zer Colburn of Vermont, a lightning calculat at the age of six, figured out the numbe of seconds in a century, how many kerne in a ton of corn, and the count of sa grains in a bucket—all in his head witho paper and pencil. He needed only secon while trained mathematicians took hou to check his answers, which were alway right.

The power of suggestion, astral proje tion of the mind free from the body, auto matic writing—there are many othe psychic mysteries to be proved true o false. No one can positively "prove" an of them wrong, because no one yet know just how many wave lengths there are t the "mental spectrum."

Even if some of these mental wonde wait for revelation, what scientific too can possibly bring them to light?

Researchers have already instituted in genious methods. The electro-encephalo graph has charted alpha, delta and thet brain-waves which indicate our nervou system is electrical in nature. The topo scope reproduces brain patterns with a electronic brain to determine what make minds "tick."

In the chemical field, a research clinic found that secretions like serotonin block nerve impulses and are seeking an antidot that will release super-speed nerve im pulses to double the brain's thinking ca

pacity. Dr. John L. Fuller, psychoneurologist, theorizes that if enzyme deficiencies can cause morons, then the "opposite number" of those enzymes should create man-made genius.

Dr. J. P. Guilford, of the University of California mental research lab, is "mapping" various areas of the brain that control separate functions. He stated recently that the mind has "40 dimensions," most of them unknown. Another scientist lists all known mental abilities like the table of elements, with many spaces empty for new mental marvels to be discovered. To all these men the evidence is strong that our "mental spectrum" has missing gaps to be discovered. As it did with X-rays, Hertzian waves, radium's gamma rays, and the rest of the electromagnetic spectrum, science must chart the "wavelengths" of the mind.

An invisible universe—the human mind—awaits exploration by a new breed of adventurers. •

Save Money At Auctions

[*Continued from page* 79]

chandise makes up most of the sale bills at some auctions, while second-hand goods are sold almost exclusively at others. A few sales feature both. If you are looking for new or used items, you should determine which auctions sell what. For instance, nearly everything sold by the Bureau of Customs is new, except cars. Virtually everything found at police auctions is used. Post Offices sell both new and used items.

Merchandise lands under the auctioneer's hammer for a variety of reasons. Items sold by police are those seized as evidence, or lost property whose owner could not be located. Trucking firms take possession of damaged shipments after paying off claims and seize household goods for non-payment of shipping or storage charges. Customs auctions dispose of goods seized from smugglers and merchandise that is abandoned on the docks in lieu of paying customs. Post offices sell the contents of parcel post packages which cannot be delivered and damaged merchandise on which claims have been paid.

[*Continued on page* 185]

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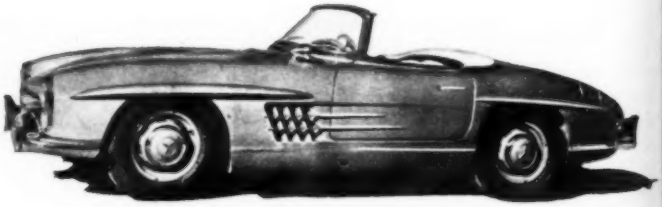

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Save Money At Auctions

[*Continued from page* 183]

One of the secrets of auction buying is knowing that a radio, refrigerator or outboard motor listed as "damaged" may be virtually as good as new. However, some "damaged" items are nothing more than junk.

A word of caution: as a rule, nothing is guaranteed and there are no refunds. Damaged goods are sold "as is"—meaning if your purchase is in worse shape than you thought, you're stuck. Second-hand goods may be well-used or like new. Laws vary from state to state but when you've bid on anything you usually cannot back out.

Auctions normally embrace three procedures. First, there is a day for viewing and examining the goods. Next day comes the sale, when bidding usually is done from catalogue numbers with the merchandise not in view. The buyer is required to pay from 20 to 50 per cent of the sale price immediately after the bidding. On the third day, the items are picked up by the buyer after the rest of the purchase price is paid.

Most government groups and businesses which hold regular auctions mail out notices of upcoming sales to potential customers. A written request will put your name on most mailing lists.

Here is a short list of where to look for auctions and the type of goods generally sold:

Post offices. Damaged new goods and second-hand items from dead parcel post packages. Fifteen post offices handle dead parcel post. To get on the mailing list of the one nearest you, write to the Superintendent of Claims & Inquiry at the General Post Office in: Atlanta, Boston, Chicago, Cincinnati, Fort Worth, New Orleans, New York, Omaha, St. Louis, St. Paul, San Francisco, Seattle, Washington, San Juan or Honolulu.

Bureau of Customs. Used cars and confiscated goods, usually new. Write to Bureau of Customs, U. S. Treasury Department, Washington 25, D. C., for the address of the office nearest you.

Law Enforcement Agencies. Includes big-city police departments, town constabularies, state police, county sheriffs. Merchandise is anything that might be

[*Continued on next page*]

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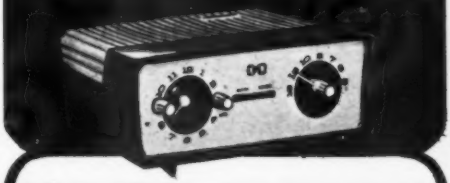

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All new, fully lined. Unique 2-position pull-down earflaps to cover either (a) your ears alone or (b) both neck and ears. Colors: Mountain green, navy blue, field gray, $5.95 plus 35¢ postage. State size & color. (Genuine Edelweiss mountain troops' cap-insignia, in gold and silver toned metal, $2.50. Catalog of German daggers & steins free.) Ainsworth Co., Dept. MI-10, 158 E. 38 St., New York 16, N. Y.

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seized as evidence, or lost property. Contact local police departments.

Armed Forces. Surplus goods, new or used. Sales usually are at auction or by sealed bids. Most military bases—whether Army, Navy or Air Force—have a property disposal officer who collects surplus until he has enough for a sale, which may be only once a year at small bases but as often as every three months at large ones. Most bases send out catalogues of property to be sold to a mailing list of prospective buyers. Write to the commanding officer or property disposal officer to get on the list. Indicate what general type of surplus interests you.

General Services Administration. All types of property, land and merchandise are handled by Uncle Sam. Surplus, normally second-hand, is sold when there is no longer need for it. GSA sales are handled by local or regional offices. Write to General Services Administration, Washington 25, D. C.

Other Government Agencies. Some federal government branches choose to hold their own auctions. Included are the Veterans Administration, Internal Revenue Service, Interior Department, U. S. marshals' offices. Local government agencies which hold periodic auctions include city sanitation departments, highway and street departments, state conservation agencies, etc. Items usually are second-hand. Because these auctions are held only when needed, look for announcements in newspapers or make periodic inquiries.

Railroads. Largely damage-claim goods, mostly new; articles are anything that might be shipped via rail. Write to the chief freight claims agent of each railroad.

Bus Companies. New damaged goods and second-hand personal property left on buses. Write to the chief claims agent of each bus line.

Air Lines. Second-hand personal property left on planes and unclaimed baggage. Write to the main lost-and-found department of individual companies.

Truck Lines. Includes household moving and storage firms and freight lines. Household furnishings, usually second-hand, and damaged goods. Write to the chief claims agent of local and long-distance lines in your area.

Terminals. Lost property and that aban-

doned in lockers and check rooms of air, bus and rail terminals. Information can be obtained from individual terminals.

That sums up what you should know about auctions. If you write to the agencies mentioned above and keep an eye on your local newspaper, you have an excellent chance of walking off an auction lot with the best buy you've ever made.

Good luck! •

Out Of The Mailbag

[*Continued from page* 76]

buzzer that will hurt their ears when sounded. Place it near the kennel, then act as if you are going away. Hide from the dogs and sound it as soon as they bark. After a dozen or more treatments they may stop. But even this is not infallible. You just might have to move or sell your hounds and start over. The time to stop such barking is when they are pups in training.

Where is the best goose shooting in the United States to be found—east or west?

Marshall Whiting
San Francisco, Calif.

Along the Pacific Flyway, by far. All you have to do is to look at the daily bag limits for each flyway to determine this.

I like to fish for and fight big carp, but my husband and friends all laugh at me and say I'm crazy—and worse. What do you think of carp fishing? Come on now, tell the truth.

Helen Roberts
Memphis, Tenn.

Good for you, Helen. I think carp fishing is first class sport. I'd rather catch 20-pound carp on light tackle any day than eight-inch trout. And believe it or not, there are a lot of carp around in the 20-pound-plus class. Anyone who laughs at carp fishing just ain't been initiated, that's all. You can catch them on wet flies, too, if you're good enough.

I have a 10-hp outboard that works fine till I use it for trolling. Then it fouls up in short order and leaves me with a plug-cleaning job, usually just when the fish are biting best. What's wrong? Friends tell me I need a five-hp motor for trolling.

Larry Seidman
Cleveland, Ohio

Your trouble is undoubtedly your mixture of oil and gasoline. Write to the manufacturer for the proper trolling mixture for your motor. But don't use this mixture for water-skiing or long, fast runs.

[*Continued on next page*]

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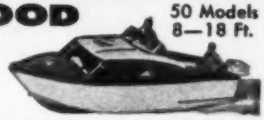

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We plan many weekend camping trips this summer after school is out. Is it true that water running over rocks purifies itself every 100 yards? We read this in a magazine recently, but our biology teacher says this isn't true.

Charles Sprague
Little Rock, Ark.

Your biology teacher is correct. Take along any one of the several water purifiers on the market and sold in drug stores. And use it. Or boil all your water for *at least 20 minutes*, even that in which you wash your dishes.

Good luck now, and keep the letters coming. •

Biggest Racket

[*Continued from page* 99]

important every year as the sound level of everyday life increases.

Scientists measure the loudness of sound in decibels. On a meter a whisper registers about ten decibels. A noise 100 times louder than a whisper produces only 20 decibels because sound intensity is measured logarithmically and not arithmetically.

The blast of a steam whistle and the clatter of a riveter send the needle quivering to the 100 mark. These sounds are one *billion* times more intense than ten-decibel whispers. The loudest sound that can be heard without pain is about 130 decibels. That's about like a jet plane flying 100 feet above you. Man-made noises can hit 150 decibels—close to the peril level. A physics teacher at UCLA states that "A level of 160 db is lethal for many animals. Mice and rats exposed to such intense sounds perish from the resulting rise of body temperature."

Doctors have no doubt that noise affects the body. Dr. Heinz Gartmann of Germany points out that high intensity sound cause the heart to pump increased quantities of blood, thus congesting many vital organs such as the skin, lining of the stomach and the brain.

From the late Prof. Fernand Tremolieres, a member of the French Academy, known as "Dr. Silence" because of his vast work in the field: Man-made noises can cause not only mental troubles but organic diseases leading to hardening of the arteries and ulcers.

Intense noise can affect the behavior of a number of glands. It can impair the

productivity of the male reproductive organs, according to Long Island University researchers.

Noise can literally drive you crazy. A report published in The Archives of Physical Medicine And Rehabilitation recently said that continued exposure to 80 or 90 decibels can bring on a neurosis.

From Dr. Fabian Rouke, head of the psychology department at Manhattan College, N. Y.: Noise can "trigger violence," leading to assault or even murder.

For several years now there has been a flood of claims all over the country from workers seeking compensation for occupational damage to their hearing due to noise. According to Occupational Hazards magazine, a technical journal, these claims, if allowed, might well drive many companies into bankruptcy.

This, then, is the scope of the noise problem in America today. Up goes the decibel count and up goes the danger. What can be done?

There are answers. Noise can be toned down considerably—in home, office, factory or an entire city. The Memphis story is one example of what an ear-bent citizenry can accomplish.

Other cities are following suit. The cities of Lincoln, R. I.; Manasquan, N. J.; and York, Ala., have passed ordinances to cut noise. Tough new zoning laws designed to control industry and the noise it generates are in the works in Cook County, Ill. Phoenix, Ariz. is going to measure the "music" of ice cream trucks to see that it doesn't disturb its citizens unduly. In Philadelphia, Pa., police are issuing about 500 summonses a week for unnecessary horn blowing.

In factories, the most efficient single weapon in the war on noise lies in the use of sound-absorbent building material. Lining ceilings and walls with the porous stuff to trap and hold sound waves instead of reflecting them helps enormously. The use of sound baffles is also extremely effective.

On the jet aircraft front, the frantic and costly efforts of the aviation industry to tone down the screams have been fully publicized. The Boeing Aircraft Corp. alone has spent more than $15,000,000 on jet engine noise suppressor projects.

The noise of living is growing louder,

[*Continued on next page*]

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complete machine shop-in-miniature

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but there are means to dim the din, luck[illegible] A quieter world would not only be pl[illegible] anter—we might all live in it longer. •

Remember This One?

[*Continued from page 93*]

run. It froze, screaming like a bansh[illegible] and the fastest I could get this car to [illegible] under the circumstances was 111 mph; [illegible] ended up in third slot behind the winni[illegible] car's 116 mph. Later, with a new gen[illegible] ator bearing and plenty of lubrication, [illegible] Big Link did 121 mph with MI Editor [illegible] Parker as passenger. On another occas[illegible] with five people plus Joe, my Labrad[illegible] aboard, it was officially clocked at 117 m[illegible] I realize this isn't very fast by today[illegible] standards. But back in '53 it was [illegible] drawer lightning and the engine would [illegible] considered smallish today by any of [illegible] Big Three.

However, there came a time when I h[illegible] to sell the Link, which may have been o[illegible] of the greatest mistakes I ever made. T[illegible] Harris of Ormond Beach, Fla., bought t[illegible] car in '55 when it had 48,000 miles on [illegible] Every year since then he has brought [illegible] back for me to drive. This year I tried [illegible] out on the new Daytona Internatio[illegible] Speedway. The car had traveled, at th[illegible] time, 139,000 miles. The engine had ne[illegible] been touched and still ran as quietly [illegible] stroking a cat's back. Also, Mr. Har[illegible] reported, it hadn't burned a pint of oil b[illegible] tween changes at 3,000-mile intervals. T[illegible] leather upholstery is still in new conditi[illegible] and even the original paint refuses to sh[illegible] any age. The car can still top 110 m[illegible] with ease, still do 0-60 mph in ten secon[illegible] flat, and the suspension still feels as so[illegible] as a rock.

This was our MI Car Of The Year ba[illegible] in 1953. In spite of the six years that ha[illegible] passed, performance-wise it's still a b[illegible] luva going automobile. What probab[illegible] impressed me most of all—the body s[illegible] hasn't a single rattle or squeak in it, [illegible] statement very few '59 cars with more th[illegible] ten miles on them can make. The old L[illegible] proves once and for all what we've b[illegible] saying on these pages for many years [illegible] Detroit can really build them when [illegible] wants to.

—*Tom McCa[illegible]*

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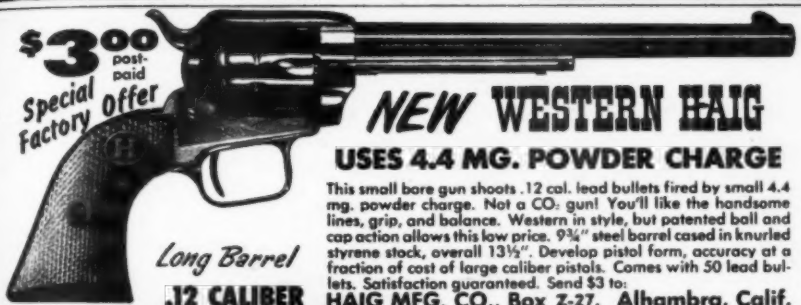

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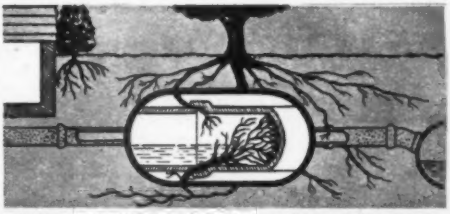

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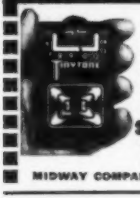

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[*Continued from page* 153]

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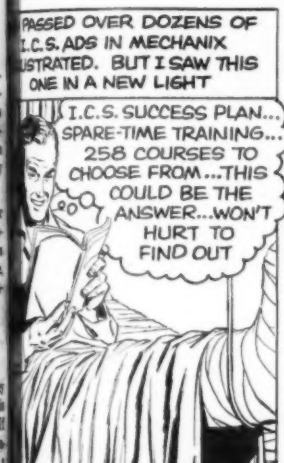

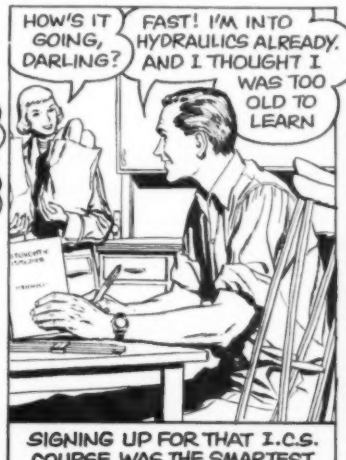

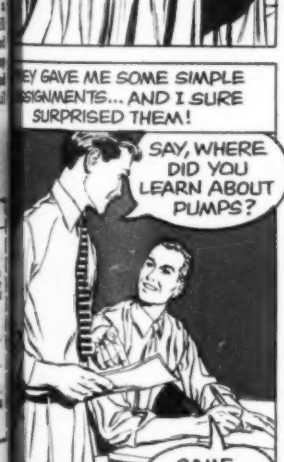

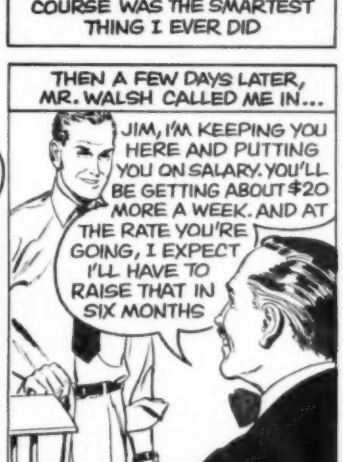

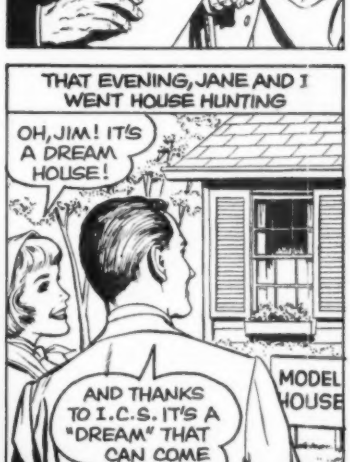

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ICS

BOX 21592A, SCRANTON 15, PENNA.

(Partial list of 258 courses)

Without cost or obligation, send me "HOW TO SUCCEED" and the opportunity booklet about the field BEFORE which I have marked X (plus sample lesson):

ARCHITECTURE and BUILDING CONSTRUCTION
- ☐ Architecture
- ☐ Arch. Drawing and Designing
- ☐ Building Contractor
- ☐ Building Estimator
- ☐ Building Maintenance
- ☐ Carpentry and Millwork
- ☐ Carpenter Foreman
- ☐ Heating
- ☐ Painting Contractor
- ☐ Plumbing
- ☐ Reading Arch. Blueprints

ART
- ☐ Commercial Art
- ☐ Magazine Illus.
- ☐ Show Card and Sign Lettering
- ☐ Sketching and Painting

AUTOMOTIVE
- ☐ Auto Engineering
- ☐ Auto Body Rebuilding and Refinishing
- ☐ Auto Technician

AVIATION
- ☐ Aero-Engineering Technology
- ☐ Aircraft & Engine Mechanic

BUSINESS
- ☐ Accounting
- ☐ Advertising
- ☐ Business Administration
- ☐ Business Management
- ☐ Cost Accounting
- ☐ Creative Salesmanship
- ☐ Food Processing Business
- ☐ Professional Secretary
- ☐ Public Accounting
- ☐ Purchasing Agent
- ☐ Salesmanship
- ☐ Salesmanship and Advertising
- ☐ Traffic Management

CHEMICAL
- ☐ Analytical Chemistry
- ☐ Chemical Engineering
- ☐ Chem. Lab. Technician
- ☐ Elements of Nuclear Energy
- ☐ Petroleum Prod. and Trans.
- ☐ Natural Gas Prod. and Trans.
- ☐ Petroleum Prod. and Engr.
- ☐ Professional Engineer (Chem)
- ☐ Pulp and Paper Making

CIVIL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Engineering
- ☐ Highway Engineering
- ☐ Professional Engineer (Civil)
- ☐ Reading Struc. Blueprints
- ☐ Sanitary Engineer
- ☐ Structural Engineering
- ☐ Surveying and Mapping

DRAFTING
- ☐ Architectural Drafting
- ☐ Drafting & Machine Design
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Sheet Metal Drafting
- ☐ Structural Drafting

ELECTRICAL
- ☐ Electrical Engineering
- ☐ Electrical Engineer (Elec)
- ☐ Elec. Light and Power
- ☐ Practical Electrician
- ☐ Practical Lineman
- ☐ Professional Engineer (Elec)

HIGH SCHOOL
- ☐ High School Diploma

- ☐ Good English
- ☐ High School Mathematics
- ☐ High School Science
- ☐ Short Story Writing

LEADERSHIP
- ☐ Foreman's Leadership
- ☐ Industrial Supervision
- ☐ Personnel-Labor Relations
- ☐ Supervision

MECHANICAL and SHOP
- ☐ Diesel Engines
- ☐ Gas-Elec. Welding
- ☐ Industrial Engineering
- ☐ Industrial Instrumentation
- ☐ Industrial Metallurgy
- ☐ Industrial Safety
- ☐ Machine Shop Practice
- ☐ Mechanical Engineering
- ☐ Mechanical Engineer (Mech)
- ☐ Quality Control
- ☐ Reading Shop Blueprints
- ☐ Refrigeration and Air Conditioning
- ☐ Tool Design
- ☐ Tool Making

RADIO, TELEVISION
- ☐ General Electronics Tech.
- ☐ Industrial Electronics
- ☐ Practical Radio-TV Eng'rg
- ☐ Practical Telephony
- ☐ Radio-TV Servicing

RAILROAD
- ☐ Car Inspector and Air Brake
- ☐ Diesel Electrician
- ☐ Diesel Engr. and Fireman
- ☐ Diesel Locomotive

STEAM and DIESEL POWER
- ☐ Combustion Engineering
- ☐ Power Plant Engineer
- ☐ Stationary Diesel Engr.
- ☐ Stationary Fireman

TEXTILE
- ☐ Carding and Spinning
- ☐ Cotton Manufacture
- ☐ Cotton Fabric Weaving
- ☐ Loom Fixing Technician
- ☐ Textile Designing
- ☐ Textile Finishing & Dyeing
- ☐ Throwing
- ☐ Warping and Weaving
- ☐ Worsted Manufacturing

Name_____ Age_____ Home Address_____ Working Hours_____ A.M. to P.M.

City_____ Zone_____ State_____

Occupation_____

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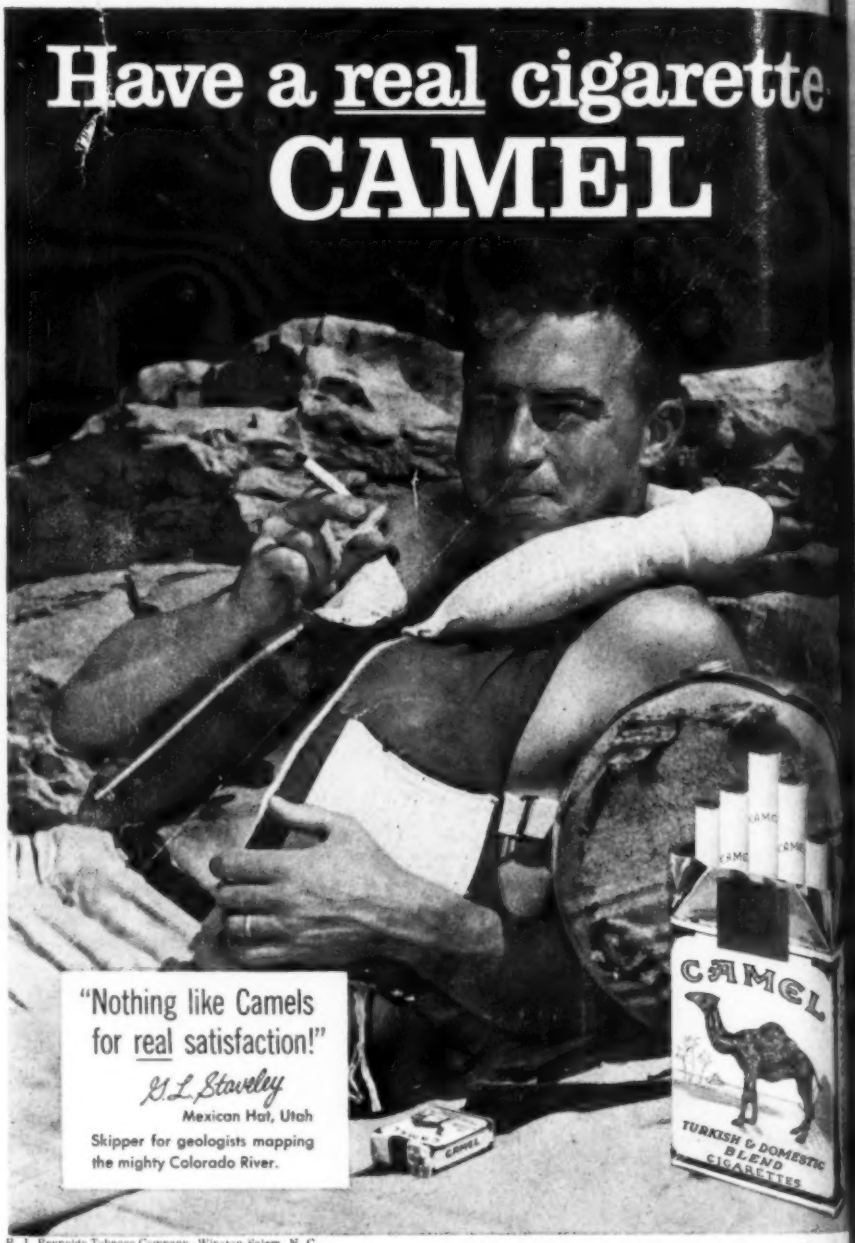

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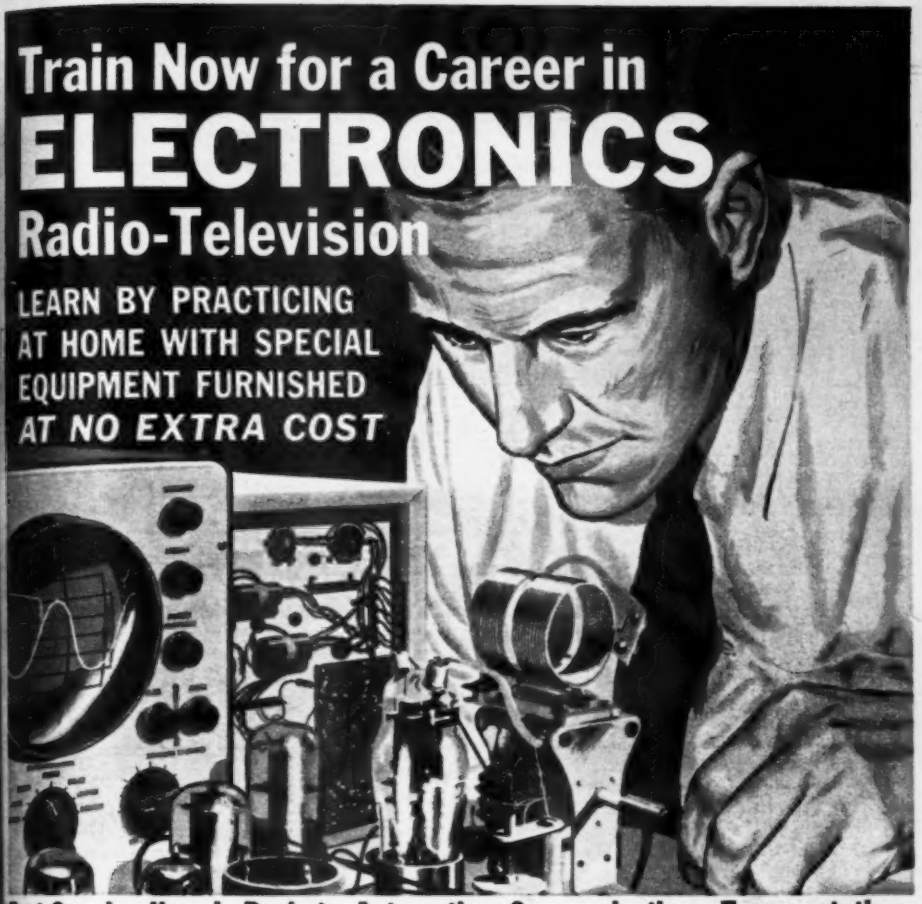

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